VOL. CCXXV, No. 2926
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APRIL 28, 1956

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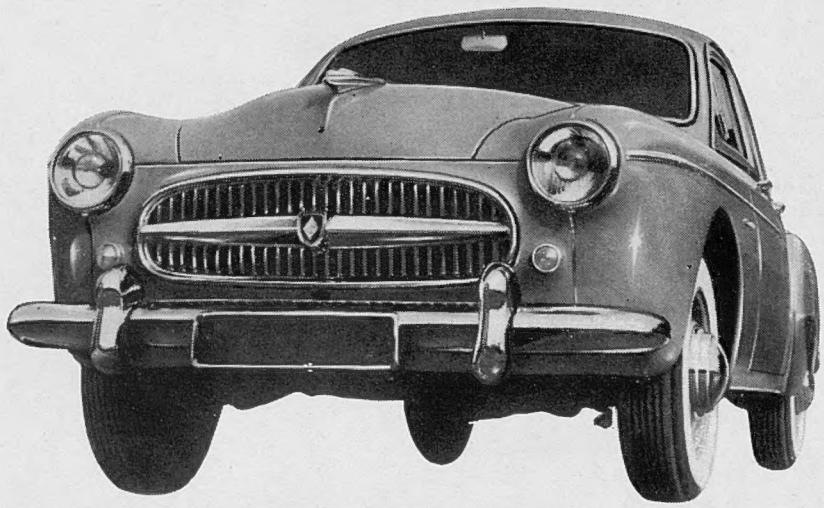

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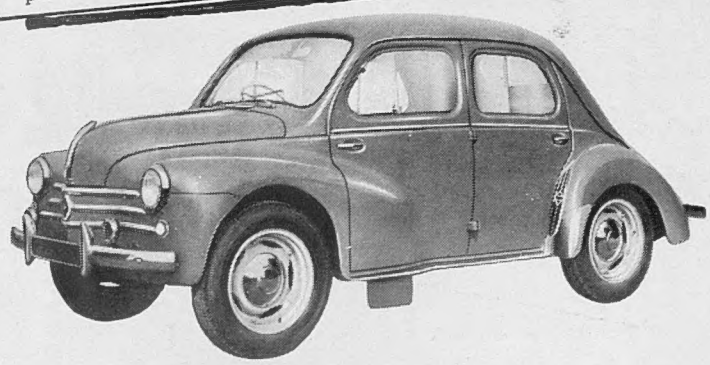

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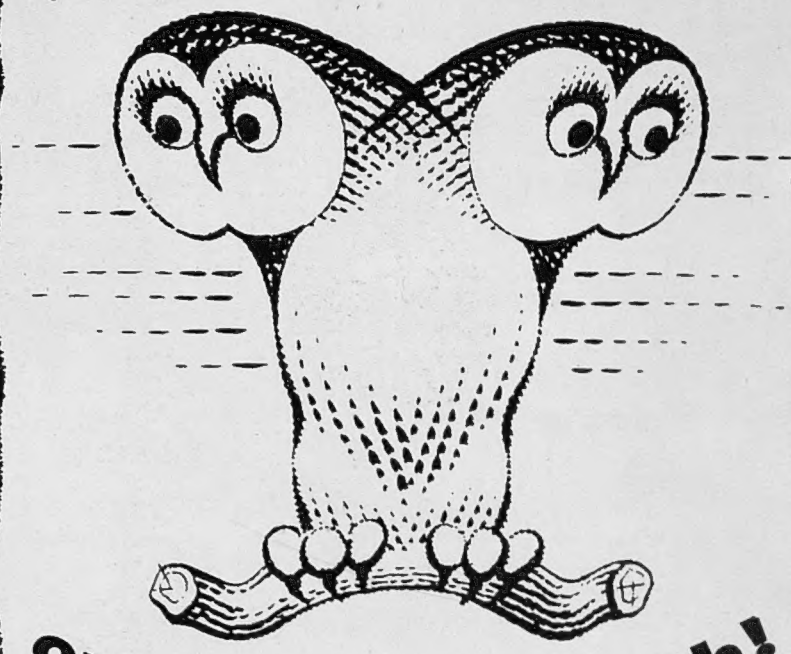

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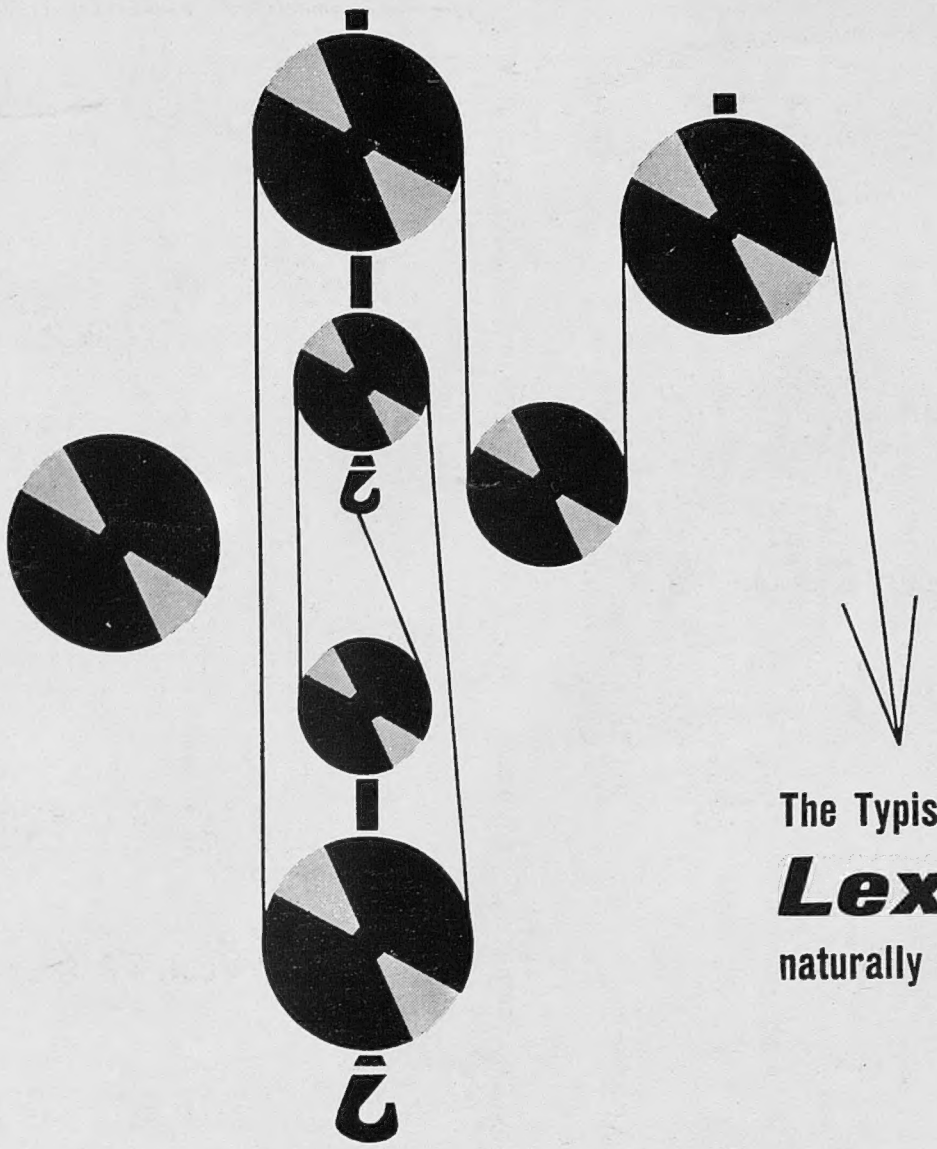

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Volume CCXXV No. 2926

The SPHERE, London, April 28, 1956

The SPHERE

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THE SOVIET LEADERS ARE GUESTS OF THE ADMIRALTY AT GREENWICH—ADMIRAL SIR WILLIAM ANDREWES, PRESIDENT OF THE ROYAL NAVAL COLLEGE, GREETS MARSHAL BULGANIN AND MR. KHRUSHCHEV: The Russians are coming ashore at Greenwich from the launch which had carried them down the Thames from Westminster Pier. They were conducted to dinner in the Painted Hall of the Royal Naval College. Among the 250 guests were Admirals, Generals and Air Marshals who had wartime associations with the Soviet forces. At the end of the dinner Mr. Khrushchev spoke at length in proposing a toast to "Friendship and co-existence."

The dinner given by the Admiralty at Greenwich to the Soviet visitors was one of the most remarkable occasions of their tour. Cabinet Ministers, Opposition leaders, senior officers of the three Services and others gathered together to make a splendid scene in the historic Painted Hall. In the speeches Lord Cilcennin, the First Lord of the Admiralty, welcomed the guests and Marshal Bulganin replied briefly. Then Mr. Khrushchev made what was undoubtedly the speech of the evening. After declaring that "friendship and co-existence" were "the only reasonable path now open to mankind," the First Secretary of the Communist Party recalled the wartime co-operation between Britain and the U.S.S.R. He went on to express regret at the "drifting away" between the two countries since then, and added that the purpose of the present visit was "to try to build up confidence which in time will grow into real friendship." This call for co-existence was a constant theme in the Soviet leaders' public utterances during their ten-day tour of Britain. (Other pictures of incidents during the visit are on pp. 100-01, 102-03 and 104.)

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KING HUSSEIN'S BROTHER IN LONDON

PRINCE HASSAN ARRIVES FOR THE NEW TERM: The eight-year-old younger brother of King Hussein of Jordan is seen at London Airport after arriving in this country for part of his schooling. He is to join boarders at Sandroyd School, near Salisbury, for the term which begins on May 2.

BRITAIN'S SPORTS TROPHIES ON SHOW

A UNIQUE EXHIBITION IN LONDON: Colin Cowdrey, the Kent and England cricketer, displays a replica of the Ashes which forms part of the exhibition of some of Britain's greatest sports trophies at the Café Anglais, in Leicester Square. In the foreground is the F.A. Cup. The exhibition, which is open daily until May 5, is being held on behalf of the National Association of Boys' Clubs.

L.C.C.'s NEW CHAIRMAN

THE RETIRING CHAIRMAN PASSES ON HIS CHAIN OF OFFICE: Mr. Norman Prichard is placing the chain round the neck of Mrs. Helen Bentwich, the new chairman of the London County Council. The new deputy chairman is Lady Pepler, wife of Sir George Pepler. This is the first time that the Council is in the charge of two women.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195–198, STRAND, W.C.2.

Budget Day.—You may or may not like the terms of the new Budget. I never met the man or woman who claims to have been head over ears in love with any post-war Budget. No doubt, it is another matter as regards post-war Chancellors, who are sometimes lovable characters in private life. There must be many, therefore, who on Budget Day found their hearts bleeding for Mr. Macmillan. It was no seven-hour day for him. If modern Chancellors do not make such long Budget speeches as did the Victorian, their Budget-Day's work is far from done when the big speech and brief reply are finished. If Gladstone found it necessary to devote an hour of oratory to every penny in the pound of income tax, Mr. Macmillan would have "tired the sun with talking" if he had tried to give an hour to every shilling. It couldn't be done. Nowadays democracy, if presumed to be represented in the House, is vociferous outside it and demands to be instantly "put in the picture" by the man who designed it. First the listeners must be satisfied. Then the viewers. The speech must be boiled down on the buzz-box and anatomised in the peep-show box, before it is torn to pieces in the House by the Opposition. When the Chancellor at last retires to his bed on Budget Day to nurse a sore throat and an outsize headache, he may fairly feel he has earned his pay and may call it a day. His only rival in getting the most out of twelve hours in the way of sheer, non-stop hard work is the country parson in charge of two parish churches on Easter Day. The latter at least earns a tribute of gratitude from some of his parishioners. The Chancellor cannot depend on that reward. He is assured of more kicks than half-pence as a free-will offering. There are not many half-pennies in circulation when he has said his piece. It was all much pleasanter and easier for the Grand Old Man. Odd to reflect that our grandfathers cried havoc and ruin when income tax stood at 6d. in the pound!

Budget Items.—You and I, when we at last learn the results of a Chancellor's months of gestation, are apt to say that the infant hardly merited so much labour. But, of course, there's a lot in a Budget and I will only refer to one or two of its "saving clauses." *Premium bonds.* I welcome this official permit to woo "the Goddess of Chance"; the word "gamble" is outlawed for Governments, though tolerated for you and me. We shall all be in it, I am sure, and may divert some of our spare money from the pools. It is a very happy surrender. *Tobacco.* Why increase the duty on tobacco and not on spirits? Both are money-makers for the Exchequer in a big way. But surely smoking is the more innocent vice of the two and kills far fewer souls and bodies. *Government saving of £100,000,000.* Year after year we have been told *this* barrel is scraped clean! Now the Chancellor makes a firm promise and quotes a figure. Before April 1957 he must cash that promise, or stand convicted. Local government's redundant committees might contribute a mite. As Mr. Macmillan so wisely said: it is the people's savings that really matter. That is true, but the people expect a lead, and since in their saving they have to consider the pence, they expect the Government to pay attention to *small* economies in administration and not merely to chip off a million here or there. It is a Government's attention to *small* economies which alone gives the people the idea that saving *is* desirable, and hitherto the Governments have utterly despised "trifling" economies. Now at last the present Government has reached the conclusion that pep-talks are not enough, and that sermons without example from the pulpit get nowhere.

Irreplaceable?—No man is irreplaceable. If it were so, the world would be in a greater mess than it is, or was before the Creation. Adequate Amuraths usually succeed irreplaceable Amuraths, and when their turn comes to go, they are labelled irreplaceable. So it was at H.Q., N.A.T.O., when "Ike" went, so it is with General Gruenther. A soldier-statesman, that rare bird, honoured and beloved, with a political and economic knowledge of N.A.T.O. countries unrivalled by mere politicians, a grip of the problems and technique of modern war second to none, and a tact and diplomatic touch which most foreign secretaries must envy, the man is irreplaceable, and is to be replaced by General Norstad, an American of Scandinavian origin, N.A.T.O.'s deputy (air) chief. No N.A.T.O. country would wish that the new chief should be other than an American. An American at the head is a pledge of more than good organisation. It is a pledge of at least some adequate material to organise. And Scandinavians make good world-diplomats. So General Norstad, we may confidently expect, will one day retire and be irreplaceable. And if he should outlast N.A.T.O., he will fairly earn the label.

The Lane Pictures.—The Tate Gallery has already decided to tighten up its precautions and buy a better padlock for its stable door now that one valuable horse has been stolen—all too easily; and returned with thanks. To the credit of the Republican Government and the Dublin Corporation, neither authority wanted the Lane pictures as stolen property. The British authorities, always susceptible to direct action and prone to appeasement, might be comforted to remember that in the matter of the Lane codicil, it has not only common law right but equity also on its side. In Law, the unwitnessed codicil was rightly judged by the trustees a scrap of paper. In spirit and in equity, Lane's intentions have been interpreted rightly. There are living witnesses of the highest authority to prove it. Ten days before he sailed to his death, Lane at the Kildare Street Club declared to a friend that he would never give the pictures to Dublin. He had offered them on the condition that Dublin would build a suitable gallery to house them. The authorities flatly refused. "No gallery by a foreign architect (Lutyens)," cried the Dublin papers, attacking Lane. Lane's aunt, Lady Gregory, to whom he was devoted, continually tried to influence him to change his mind. The theory that she badgered him to the point of drafting and signing a codicil (but not having it witnessed in legal form) may be only part of the truth. Lane was very shrewd and perhaps he "satisfied" his aunt with an empty gesture. Certain it is that, while Lady Gregory pressed, very few other picture-lovers existed in Dublin. The galleries were empty, much to Lane's annoyance. They are not well patronised to-day. One or two of the Ministers have never seen the displayed pictures which Lane *did* give to Dublin. I think Mr. Maurice Headlam's *Irish Reminiscences* has something on this subject, and his book should encourage the Tate Trustees to regard the incident as a "students'" nationalistic gesture rather than a deep-seated artistic urge or a national blow struck for justice.

FATHER HUDDLESTON SPEAKS IN LONDON

THE FORMER HEAD OF THE SOPHIATOWN MISSION IN SOUTH AFRICA ADDRESSES A MEETING AT THE ROYAL ALBERT HALL: Father Trevor Huddleston, of the Anglican Community of the Resurrection, speaks to more than 7,000 people at the 225th anniversary meeting of the Society for the Propagation of the Gospel. He devoted his speech to defending his denunciation of *apartheid*. Father Huddleston, who received an enthusiastic welcome at the Hall, has come home to be Master of the Novices at Mirfield.

Social Reportage.—I presume that our personal columnists, gossip writers and all the organisation of our sensational Press—though we sometimes think they are intrusive and impertinent enough—have still a long way to go to catch up on their American opposite numbers. The *New Yorker* certainly has sacrificed some of its former brilliance of the soberer sort to the vital need of serving the new publicity. A "party" of a social kind is no longer "thrown" in New York. It is "staged" with meticulous care. There must be detectives at the door to screen the invited guests and trained eye-witnesses to broadcast to the guests the details of what the V.I.P.s are wearing and of the nature (and cost) of the wines and bake-meats. There is a good deal of business mixed up with social entertainment nowadays in New York, and London is lagging behind in realising it. If Queen Charlotte's débutantes' ball is handled (rightly) on the lines of a Mop Fair, the effort is crude and rustic compared with New York standards. "Parties," writes *the Talk of the Town,* "continue to abound. We turned

up at the Waldorf for a reception given by Otis L. Wiese, publisher of *McCall's*, to meet the Duchess of Windsor on the occasion of the publication of her autobiography, and after weathering a three-way check on our invitation by a uniformed Pinkerton man and two or three girls, we signed a guest-book and shook hands with the Duchess and the Duke who were receiving formally. A lady near the reception line played soft music. We fell into conversation with Jeanne Sakol, of Barkas and Shalit, a publicity firm handling the event. 'The Duchess is wearing a two-piece black velvet Dior original with white ermine collar, a small white ermine pill-box hat, green turquoise ear-rings with a bluish cast which match her eyes, a white pearl single choker and white French kid gloves. On her sleeve a diamond heart pin, on her wrist a charm bracelet of diamond hearts, all jingling. She has very little make-up on. Her skin looks wonderful. The girl at the piano is Vicky Autier. She will entertain at the Grace Kelly wedding.' The Duke, sunburnt, fit and boyish, wore a double-breasted blue suit, blue and white dotted tie and heavy gold rings on the little finger of his left hand. A lady asked him if his tie was tied in a Windsor knot. He answered with a crinkly smile.

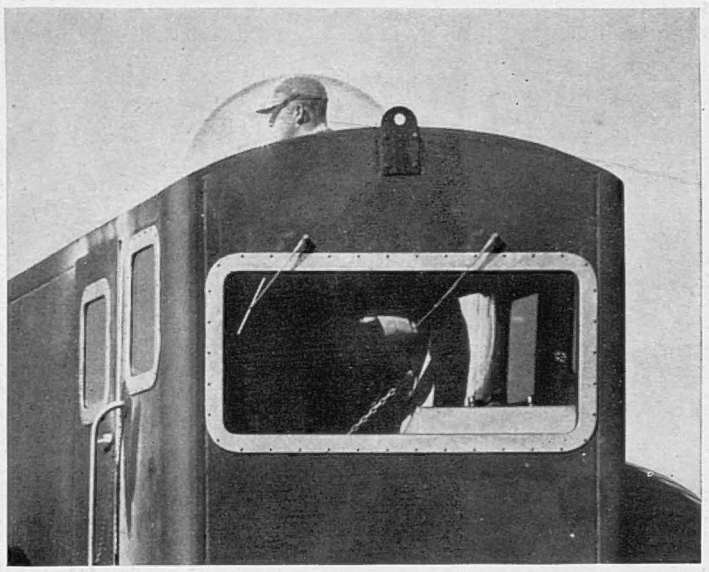
"Money Talks."—On our way out we were handed a 'release slip,' telling us that we had just participated in a buffet consisting (in part) of: 6 lb. finest caviar served from ice socles with complete garniture; 300 clams casino; oysters Rockefeller; tiny Roquefort cheese *feuilletes* passed in small heaters; finger tea sandwiches with Waldorf *pâté*; white chicken on (large) *compotiers*; full selection English cheese crackers (*not* sweet) arranged on small silver *compotiers* on cocktail tables." I am myself unobservant and on the rare occasions when I get through to a party, I miss most of the sweets and privileges offered me. Such reporting, therefore, is obviously valuable, and our columnists have much still to learn. America is a great country and stands for big business and capitalism—a word misunderstood in the East, but appreciated, I suppose, by the Windsors. I don't like to think that this old country of ours is sacrificing its world influence through craven fears of being capitalist. It 's up to our columnists to do better still. To end on a more pompous note, it does seem odd to me that that great nation, whose lead we must slavishly follow in all matters, great and small, can stand for and endure so much that is in intolerably bad taste. After all, Mrs. Trollope and E. F. Benson did not write about New York society in the reign of Queen Anne. Their criticisms were still regarded as fair up to the First World War by educated English. How true it is that money talks! Nothing else makes its voice heard, and not only in Budget week.

The Country Scene.—It was much too beastly, too reminiscent of a vile November day, to offer more for our week-end guests than a drive round once pleasant Midhurst in a heated car. It was not a cheerful entertainment. How true it is that all men kill the thing they love. Every lovely common within Midhurst's radius is a blackened desert, bare and gaunt and smooth. The last oaks lie fallen under the axe of the speculators in its once lovely coverts. Round the new housing estates, curbed pavements remind one of Surbiton. No living creature (save a few magpies) was seen during the drive. Even the grey squirrels have vanished from the scene. The pest officer and the suburban bureaucrat, the speculator and week-ender, the foresters and the farmers, have had their way with England's once green and pleasant land and it has become a place fit for motorists to speed through. Further out, we passed the sole remaining common hitherto spared from burning. Here we met the triumphant posse of organised pest destroyers, gloating over the corpses of a few fallow does and the last of the roes. Eighteen guns, mostly unlicensed, guaranteed to fire pellets into any living creature at 120 yards range and content to let them crawl away to die in agony. If any there be who still like to ramble and study nature in rural England, let them go to St. James's Park or Clapham Common, where their opportunities will be greater than in West Sussex to-day. The zeal of the pest officers, the pest destroyers and the picnickers and the planners have made a job of it. The "preservation of rural England" is accomplished to the satisfaction of the majority.

The Struggle for Circulation.—There seems to be some evidence that the regular increase in circulation of some of the newspapers which enjoy the biggest, has been checked, and the struggle to maintain the ground gained has become apparent to readers. New and more appetising dishes must be served up, and already the soberer reader observes the change in his favourite organs. When is a newspaper not a newspaper? When economic considerations require that it should become a digest, a novelette, a symposium of views and reminiscences by eminent persons unconnected with the business formerly practised in Fleet Street. All sorts of Sunday journals are making the great change—a column of news to three pages of novelette; and the professionals must be crying their eyes out over the money going in to the pockets of the amateurs. The amateurs, of course, must be specialists of a kind. They must be able to spill the beans on subjects believed to be most popular with the curious and the sensationalists. Court secrets above all, secrets of high life in the old age of privilege, or the new age of privilege that stems from Hollywood. "Popular" philosophy and science perhaps rank next. I sometimes wonder whether "pure" economics decide the subjects of first interest to readers or whether sometimes personal grievances account for the choices.

THE OLD STAGER

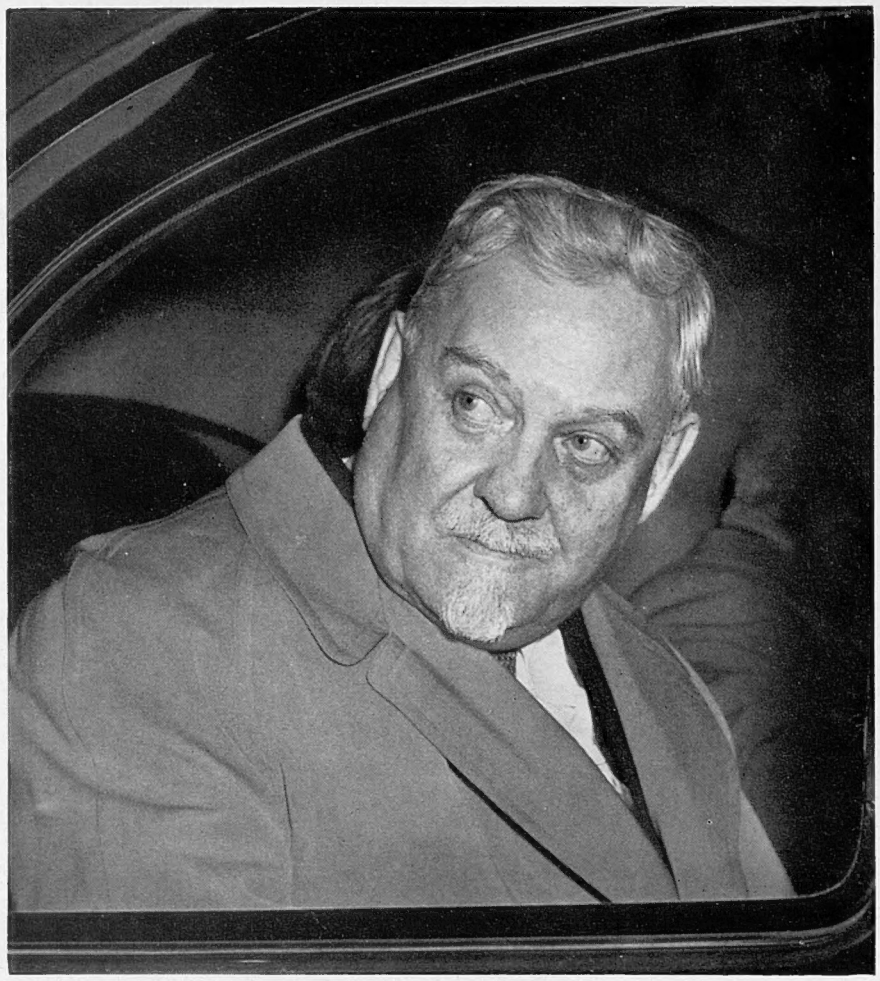
TESTING AN AMERICAN ARMY "SNO-TRAIN"



ON GIANT WHEELS THE SPECIALLY CONSTRUCTED TRANSPORT UNIT ROLLS SMOOTHLY OVER THE SNOW: The "Sno-train" of the United States Army is seen during trials in a frozen area of North Michigan. Designed for operating in conditions of the coldest climates, the wheels of the leading car and the trailers are each, with the thick tyre, about 10 ft. high. The large hubs at the centre of the wheels hold powerful electric motors and gears, which provide all-wheel drive. *On left*—The "bubble" at the top of the leading car allows for observation and for navigation by the stars when travelling over the icy deserts of Polar regions and can also serve as an "escape hatch" in emergency.

Below—

BUOYANCY FROM THE GIANT TYRES: The member of the leading car crew is sunk to the top of his legs in 3 ft. of snow. But the "Sno-train" remains comfortably on the surface. The unit is built by R. G. Le-Tourneau, Inc., of Longview, Texas.



THE RUSSIAN VISITORS ON A SIGHTSEEING TOUR: Marshal Bulganin looks out of the car window during a brief tour of London soon after his arrival in the capital. The Soviet leaders were taken to the Abbey, the Festival Hall and finally to St. Paul's Cathedral.

HIS FIRST VIEW OF LONDON: Mr. Khrushchev smiles at photographers while touring London on the evening of his arrival. The guide for the occasion was Sir William Hayter, the British Ambassador in Moscow. Traffic was held up to allow the Russians to pass.

SOVIET LEADERS IN LONDON

Marshal Bulganin and Mr. Khrushchev are Met at Victoria Station by the Prime Minister and the Foreign Secretary

The arrival of Marshal Bulganin and Mr. Khrushchev at Victoria, following their landing at Portsmouth from the Soviet cruiser *Ordzhonikidze*, was the sign for extensive police security measures all over the city. The Russian leaders were given an official welcome by the Prime Minister and the Foreign Secretary and a restrained reception by the public, despite the large number of people who thronged the streets near the station. The two Soviet Ministers left in a fleet of cars for Claridge's, where they stayed during their visit. Almost at once after their arrival talks began. In his speech of welcome the Prime Minister referred to his invitation to Marshal Bulganin and Mr. Khrushchev at Geneva and said that because of the many events that had taken place in the international scene since then the importance of the visit was now all the greater.

THE ARRIVAL AT VICTORIA: Marshal Bulganin, Chairman of the Council of Ministers of the U.S.S.R., is greeted by Sir Anthony Eden at Victoria Station on his arrival from Portsmouth. On the right is Mr. Khrushchev, the First Secretary of the Communist Party of the Soviet Union. During their ten-day visit to Britain the Russian leaders had talks with the Government. With the Prime Minister at the station was the Foreign Secretary, Mr. Selwyn Lloyd, and the Norwegian Ambassador, Hr. Prebensen, the doyen of the Diplomatic Corps.

MARSHAL BULGANIN REPLIES TO THE PRIME MINISTER: Following the welcome at the station the Russian visitors were driven to Claridge's, where they stayed during their ten days in England. Later the same evening Mr. Selwyn Lloyd gave an informal dinner party in the hotel in honour of the Russian guests, at which members of the Cabinet were present.

A VISIT TO THE ABBEY: Marshal Bulganin and Mr. Khrushchev leave Westminster Abbey with the Russian Ambassador, Mr. Malik. They were welcomed by the Dean, Dr. A. C. Don, and saw the Jericho Parlour, the Jerusalem Chamber and the Grave of the Unknown Warrior.

On left—

POLICE SECURITY MEASURES: The line of cars bearing the Russian party moves away from Victoria Station surrounded by police outriders. A police Jaguar saloon leads the procession on its way to Claridge's Hotel.

AFFAIRS OF STATE : Sir Anthony Eden makes a point to Marshal Bulganin during the luncheon given at the Mansion House by the City of London. The Soviet leaders had private discussions with the Prime Minister at Downing Street and Chequers.

CIVIC EXPERTS TOGETHER : Marshal Bulganin, who was at one time closely connected with Moscow's civic administration, finds much to discuss with Mrs. Bentwich, the Chairman of the London County Council, at a supper in County Hall.

TOWARDS CO-EXISTENCE?

Pictures of the "B. and K." Tour of Britain, on Which the Soviet Leaders Stressed their Desire for Peace

SIGHTSEEING IN OXFORD : Marshal Bulganin and Mr. Khrushchev are being escorted by the Vice-Chancellor, Mr. A. H. Smith, the Warden of New College. The University gave the visitors a very boisterous welcome. Satirical slogans and songs about Stalin were mixed with cheers.

AFTER A TALK IN DOWNING STREET : As they leave by car at the end of a discussion with the Prime Minister, the Soviet leaders wave to the crowd. Mr. Khrushchev has a smile but his colleague looks pensive

THE VISIT TO THE ATOMIC STATION AT HARWELL : The bearded Academician, I. V. Kurchatov, sits between Marshal Bulganin and Mr. Khrushchev to listen to an introductory talk by Sir John Cockcroft. Dr. Kurchatov is one of the heads of Soviet nuclear research and development. *Right*—Wearing protective clothing, the Soviet visitors are shown a display of atomic energy materials. They also saw two of the six atomic piles, and exchanged views on atomic development with British nuclear experts.

A PRELUDE TO THE SERIOUS BUSINESS OF THE TOUR: In No. 10 Downing Street, Sir Anthony Eden shakes hands with Mr. Khrushchev. Marshal Bulganin and Mr. Selwyn Lloyd look on. Then their discussions began.

"TO THE MEMORY OF THE GALLANT WARRIORS OF BRITAIN": The Soviet guests stand before the Cenotaph in Whitehall, when they had together laid a wreath from the Soviet people in memory of Britain's gallant dead in the First and the Second World Wars.

DINNER WITH BRITAIN'S FIGHTING SERVICES: The two chief Soviet guests flank Lord Cilcennin, the First Lord of the Admiralty, as they wait to sit down at the dinner in the Painted Hall at the Royal Naval College, Greenwich. The Soviet visitors wore dark suits for the occasion. Lord Cilcennin recalled to them the Royal Navy's "vivid memories of forcing those convoys through to North Russia" during the war and spoke of the "common bonds for peace" between servicemen.

On left—

AMONG HIS OWN FUTURE CITIZENS: Marshal Bulganin stops to talk and shake hands with Soviet children who had gathered to greet him on his way out of the Soviet Embassy in Kensington.

On right—

"AMBASSADORS OF GOODWILL": Marshal Bulganin replies at the City of London's luncheon in the Mansion House. Sir Seymour Howard, who presided over the scene in the Egyptian Hall and sits on the Marshal's left, had welcomed the Soviet guests as "Ambassadors of goodwill." On Marshal Bulganin's right is Sir Anthony Eden. On Sir Seymour Howard's left are Mr. Khrushchev and Mr. Macmillan. Later the guests signed the distinguished visitors' book of the Lord Mayor, Alderman Cuthbert Ackroyd, who was away from London on a visit to America.

PROTESTS IN LONDON

Exiles from Central and Eastern European Countries Demonstrate in Protest Against Communist Domination of their Lands

A WREATH IS LAID AT THE CENOTAPH IN WHITEHALL : General Anders, chief of the Free Polish Army during the war, lays a wreath of red and white carnations during the demonstration last Sunday by refugees from Central and Eastern European countries. The protest in London, while the visiting Russian leaders were meeting the Queen at Windsor and also taking part in talks with members of the British Government, began with a service at Brompton Oratory. From there thousands of refugees marched to the Cenotaph while thousands of other sympathisers crowded along the route. After the wreath had been laid the crowd sang the Polish National Anthem and this was followed by " God Save the Queen " and by the anthems of the other countries. Later about 1,000 Ukrainians marched from Hyde Park to Whitehall and another wreath was laid on the Cenotaph.

A MEMORANDUM SIGNED BY 60,000 SYMPATHISERS IS TAKEN TO NO. 10, DOWNING STREET : It is conveyed by (from left) Dr. L. T. Kierkien, Chairman of the Polish Daily Trust ; Mr. Malcolm Muggeridge ; Mr. S. Lis, Chairman of the Federation of Poles in Great Britain, and Mr. T. Horko, Editor of the Polish Daily. The memorandum requested the British Government to raise with the visiting Russian Ministers several items concerning liberty in the Satellite states.

A PRAYER IN DOWNING STREET : An elderly man kneels and prays in front of No. 10 prior to the arrival of the Russian leaders for talks with Sir Anthony Eden and other members of the Government.

AROUND THE CENOTAPH : In addition to flags there are banners, including one from Estonia, which had been borne in the procession. The wreath from the Poles was laid at the south end of the Cenotaph, while that from Marshal Bulganin had been placed at the opposite side.

SYMBOLISING THE SUPPRESSED CHURCH IN POLAND : Children in national dress stand beneath a banner which depicts the head of Christ with a gag in the mouth. The inscription beneath the picture reads, " May the silenced church in Poland be a warning to the Free World."

A SOVIET EXPEDITION PREPARES FOR THE ANTARCTIC SURVEY : Living quarters and store houses are being built on the rock site of the Russian base at Mirny, on the shore of Queen Mary Land, in Antarctica. The planes on the ice have been transporting equipment from the naval vessels, moored at the edge of the ice sea. The settlement is to serve as a base for the first Soviet Comprehensive Antarctic Expedition, which is to carry out a polar survey during the coming Geophysical Year.

POLAR AIR-LIFT : A biplane is loaded with food and stores from one of the ships accompanying the expedition as it lies moored alongside the ice-belt. Soviet aircraft have built up an air-lift between vessels and the settlement at Mirny, which cuts down considerably the time and labour which would be needed to transport supplies overland across the ice shelf.

THE RUSSIANS IN ANTARCTICA

The Soviet Contribution to the International Geophysical Year

The first Soviet Comprehensive Antarctic Expedition has set up a base camp at Mirny, on the coast of Queen Mary Land, in the Antarctic. The expedition, from the Russian Academy of Sciences; is part of the Soviet contribution to the Antarctic Geophysical Year between July 1957 and December 1958. They will explore and make a survey of the triangle of territory bounded by Queen Mary Land, Wilhelm II Land and the South Pole. The survey will entail research into polar geography, geology and meteorology. One of the special characteristics of this first Soviet expedition is the importance attached to aviation. Their intention is to make a detailed study of Antarctic flying, which calls for new techniques due to different stars, lack of exact maps and the considerable mountain ranges. Amongst the other aims of the expedition is the setting up of a polar observatory, which, with the American observatory near the Pole, will supply valuable information for the Geophysical Year.

RAISING THE FLAG : The hoisting of the Soviet flag over the Mirny base was carried out during a short ceremony attended by most of the members of the expedition. The volcanic rock nature of the terrain at the settlement can be clearly seen.

THE PROBLEM OF COMMUNICATIONS : Russian engineers erect wooden telegraph-poles near the main settlement. Work on the construction of an Antarctic observatory has already begun and a permanent radio station is in operation.

THE SOVIET FLAGSHIP AT MIRNY : The Russian flagship *Ob* lies moored at her berth near the ice edge. She sailed from Kaliningrad, in East Prussia, last November with technicians and scientists to staff the research base at Mirny for the Geophysical Year.

b

PREPARING TO ATTACK A PRECIPITOUS MASS OF ANTARCTIC ICE : The armed netlayer H.M.S. *Protector* (3,600 tons) lies in Neumayer Channel, off Anvers Island, in the Antarctic area of the Falkland Islands Dependencies. The Whirlwind helicopter on her deck is being prepared to carry Marines in an exercise above the steep and icy cliffs of Anvers Island. *Protector* is on Antarctic patrol duties.

Antarctic Landing Exercise

Marines go Ashore to train in the Polar Ice from a Royal Naval Ship

MISSION ACCOMPLISHED : The Whirlwind helicopter, one of the two carried by H.M.S. *Protector*, comes to land on her deck after carrying a party of Royal Marines for an exercise on Anvers Island, in the background. The *Protector* has been specially commissioned for service in the Falkland Islands and Dependencies.

NATURE'S DEFENCES : The peaks and cliffs of Anvers Island appear very forbidding from the deck of H.M.S. *Protector*. In these conditions her Marines carried out a tough cold-climate exercise

When the *Theron*, carrying Dr. Fuchs and his Antarctic advance party, was in danger of being hemmed in by the Weddell Sea ice early this year, she was given help in extracting herself by H.M.S. *Protector*. For this Royal Naval netlayer of 3,600 tons it was a normal duty.

H.M.S. *Protector* was commissioned for service in the Falkland Islands and Dependencies last October. Under the Commander-in-Chief, America and West Indies Station, her main role is to assist the Governor of the Falkland Islands during the Antarctic season. In particular, she has to maintain the security of the territories under his jurisdiction, further the policy of Her Majesty's Government in that area and be ready to support British civilian bases in the Antarctic.

For some years one of Her Majesty's ships has been seconded to the Falkland Islands for these duties. Until the *Protector* took over, frigates were engaged on such tasks. However, it was considered that this class of vessel was not entirely suitable for operating in the ice. H.M.S. *Protector*, built before the war for netlaying and target towing, was specially converted for this purpose. Her structure was strengthened and she was equipped with two Whirlwind helicopters for ice spotting, communications and transport. In every way she is showing herself most reliable and flexible for her task.

A new idea in the Antarctic patrol has been the addition to her ship's company of a platoon of Royal Marines. Recently this unit was given the opportunity of carrying out an exercise under the cold-weather conditions of ice and snow.

The area chosen for the Marines' exercise was Anvers Island, in the Neumayer Channel. Precipitous cliffs of snow and ice, topped by high white peaks, presented a hard problem in tactics. However, the landing was made simple by the use of the *Protector's* two helicopters. In a matter of minutes the platoon was carried in parties, with supplies, to the snow above the cliffs. A camp was

THE CAMP IS ESTABLISHED : The flag flies by the tents which the Marines have set up in the snow of Anvers Island. They were brought here by the two Whirlwind helicopters from H.M.S. *Protector*. The modern military strategy of global war requires exercises in Polar climates, especially for the testing of weapons and equipment.

NEW-STYLE LANDING-CRAFT : The helicopter is about to be started on the deck. Only such an aircraft can surmount the landing problems of the cliffs behind.

quickly established and the exercise proceeded under excellent conditions for training in snow and ice. The Marines were also able to try out special cold-climate clothing and equipment.

Another function which Captain J. V. Wilkinson, D.S.C., R.N., and his ship's company have to fulfil is that of making, whenever possible, scientific surveys into tides, climatic conditions and similar matters. Although *Protector* is not classified as a survey ship, she carries some special scientific equipment to carry out work on behalf of the Hydrographer of the Navy. She will return to Britain for an annual overhaul at the end of next month, and then go back to Antarctic duty.

STORES ARE LOADED : Marines check them into the helicopter before setting out on the exercise on the land. H.M.S. *Protector* has many functions in the Antarctic besides exercising the platoon of Marines she carries. She must support civilian parties on land, carry out scientific surveys, and generally maintain local security.

IMPROVING NATURAL SCENERY

In the Scottish Highlands, Electric Projects Add to the Landscape Attraction

BEFORE he opened the new power station in Glen Affric, Inverness-shire, almost three and a half years ago, the Duke of Edinburgh spent some time finding out for himself whether there was any justification for the criticism that the North of Scotland Hydro-Electric Board was wantonly destroying the natural beauty spots of the Highlands.

"I am entirely relieved of all anxiety on that score," he declared at the opening ceremony.

"Naturally, there are many scars left from the damming, tunnelling, and building operations, but I have no doubt that these will disappear after a few years. To suggest that this power-house alone destroys the beauty of Glen Affric is being as fastidious as the fairy-tale princess who could feel a pea under fifteen mattresses."

Three and a half years later this Royal summing-up remains a fair appraisal not only for Glen Affric, but for all the Board's schemes for developing Highland water power.

Without any doubt the importance of preserving amenity has been kept constantly in mind in the Board's operations. The necessary disturbance to natural features, either temporary or permanent, has been kept to a minimum, and even in the most intractable subjects a long-term policy of amelioration shows promise of success.

More than that, it is obvious to any fair-minded inquirer that the building of the hydro-electric schemes has actually been providing new attractions, both in the features introduced and in the general impression of renewed activity in a region where decay has been more obvious than regeneration in the recent past.

BLENDING THE REQUIREMENTS OF THE TWENTIETH CENTURY INTO THE ISOLATED GRANDEUR OF NATURE: The North of Scotland Hydro-Electric Board's power station at Loch Tummel, in Perthshire, has been carefully designed so that the transformers are hidden behind it. The switching section (right background) will eventually be concealed by trees. This layout is typical of the way the natural landscape is being preserved by the Board, and care is taken not to spoil beautiful countryside.

CONCEALING THE HAND OF MAN: Sheep wander along the road by the side of the switching section of Loch Tummel station. But the plantation of trees behind the wall will grow to hide the station.

BREAKING A PIPELINE'S OUTLINE: The pipeline above Finlarig, on Loch Tay, Perthshire, has been "anchored" in blocks of local stone so that it will fit in with its surroundings.

If the view is accepted that water power should be developed, then dams, with their accompanying pipelines and tunnels, must be accepted. In the Highlands the impartial observer is likely to be impressed by these achievements of the engineer's skill and the architect's sense of proportion. Even the immensity of the larger projects is dwarfed by their magnificent surroundings, and the smaller dams—such as that at Clunie, near Pitlochry, which is fitted into the throat of a narrow valley—blend into their surroundings in a remarkable way.

The tunnels which lead from the dams are out of sight, but the spoil taken from them has proved a problem in some schemes. Raw piles of broken rock are to be seen here and there on the hillsides or at the edge of a loch, but time will eventually cover them. Where possible, the Board has arranged for the disposal of the spoil for road widening projects.

Surface pipelines, in the few cases where they have been found necessary, are difficult to hide. Above Loch Lomond the pipes from Loch Sloy have been painted green. A long series of experiments were made to obtain the right shade. Shrubs and trees have been planted round the pipelines elsewhere.

The North of Scotland Hydro-Electric Board's power stations, large and small, are often the chief show-pieces of their schemes. The warm pink Tarradale stone exterior at Grudie Bridge, and the golden-yellow Greenbrae sandstone of the Glen Affric station at Fasnakyle, are outstanding examples. The Morar power-house is built into an outcrop of rock.

One of the ugliest eyesores in hydro-electric development can be the conglomeration of steel, cable and glass in the switching and transforming stations. The exposed station at Beauly is sadly conspicuous, in spite of plantations of trees; and at Tummel Bridge the old Grampian Electricity Supply Company's policy of tree-planting has been carried on by the Board.

This is better than nothing, but the problem of hiding these masses of equipment is baffling. The only satisfactory solution seems to be the placing of such stations out of sight, as has been done with the main switching point at Loch Sloy.

The pylons and poles which carry power throughout the Highlands are the most widespread factor by which the landscape is affected. There are some 1,300 circuit miles of transmission lines, and 13,000 miles of distribution lines, in the Board's area. The dignity of the pylons can reconcile one to their steady march across the land, but the poles are fussier and more obtrusive.

ADDING TO NATURAL BEAUTY: In this splendid view of Loch Tummel, looking to the mountains in the distance, the island in the centre of the water is the result of the raising of the level of the loch for electric power purposes. By its carefully considered plans, the Scottish electric authority has improved upon Nature.

But the *careful* planning of the Board and the attractions this has created overwhelmingly counterbalance any adverse effects upon the landscape. New lochs, such as Faskally, below Pitlochry, have come into existence, and others have been enlarged. Access to these beauty-spots has been greatly improved by the new and higher lines of road constructed by the Board, and the new route through Glen Moriston provides an improved "road to the Isles." New villages or groups of houses in native stone are an improvement of amenities, and it was a happy thought—appreciated by some 100,000 visitors every year—to give the public a chance to see fish moving up the fish pass below the Pitlochry dam by providing an observation chamber.

Mindful of early criticisms, the North of Scotland Hydro-Electric Board has striven to carry public opinion with it in all it has done.

A GRANDSTAND FOR THE MEMBERS OF THE ROYAL FAMILY AT BADMINTON : The Queen, the Queen Mother, the Princess Royal, Princess Margaret and other members of the Royal party are shielded from the wind by a tarpaulin as they sit or stand in a farm wagon at the Three-day Horse Trials.

THE ROYAL FAMILY AT BADMINTON

Informality at the Three-day Horse Trials

On Wednesday, Thursday and Friday of last week the Queen, the Duke of Edinburgh and other members of the Royal Family were the guests of the Duke and Duchess of Beaufort for the Three-day Badminton Horse Trials. They joined the great crowd in Badminton Park and watched most of the events which took place in sunny but chilly weather. Most of the first day was spent at the dressage ring and the Royal party sat in a special tent. But later, for the speed and endurance tests, they took up positions in one of the Duke of Beaufort's farm wagons —an improvised grandstand which is now a traditional sight at the trials. The Queen had her cine-camera with her and recorded part of the display of her own horse, Countryman III, which was ridden by Mr. A. E. Hill.

INFORMAL DRESS FOR PRINCESS MARGARET : She is seen adjusting her head scarf at the ringside.

STANDING AT THE RINGSIDE : The Queen and other members of the Royal Family are standing by a Land-Rover with their host, the Duke of Beaufort. On other occasions during the three days the Royal party occupied seats in a special tent close to the house. They also visited the show jumping arena. There was sunny but mainly chilly weather throughout the three days of the trials.

THE QUEEN IN BRISTOL

During the Royal Visit to the West Country Her Majesty Opens Bristol's New Council House

During their visit to Bristol, Her Majesty the Queen and the Duke of Edinburgh went by Royal Barge up the River Avon into the heart of the maritime city. History repeated itself when she stepped ashore near the same spot where Elizabeth I made a similar landing in 1574. Her Majesty was in Bristol to open the new Council House in College Green, the civic centre of the city, and to inaugurate the Chew Stoke Reservoir, which lies seven miles away from the city and has cost £1,750,000. On her arrival the Queen made a tour of the ancient parish church of St. Mary Redcliffe, which the first Elizabeth once described as "the fairest, goodliest and most famous" in England. After the ceremony at the reservoir, the Queen and the Duke of Edinburgh left on their way to Bath. They stopped for some time at Newton St. Loe, where they took tea with tenants on the Duchy of Cornwall Estate. Then, with a brief halt at the Guildhall in Bath, they drove to Badminton, where they were the guests of the Duke and Duchess of Beaufort during the European Horse Trials.

THE QUEEN OPENS BRISTOL'S NEW £1,000,000 COUNCIL HOUSE: Her Majesty is seen making her speech during the ceremony in the Conference Hall. This was one of the two principal ceremonies during last week's Royal visit to the West Country. Later, the Queen inaugurated Bristol's new reservoir. *On right* — The new Council House, the foundation-stone of which was laid in 1935.

Below—
THE QUEEN LANDS FROM THE ROYAL BARGE: The Royal visitors are accompanied by the Lord Mayor of Bristol.

IN THE SHADOW OF A BRISTOL SEAFARER: The Queen and the Duke of Edinburgh are standing close to the statue of a fifteenth-century seaman.

A CHEER FROM THE CHILDREN: They are acclaiming the Queen as she is accompanied by the Vicar, the Rev. R. F. Cartwright, on her tour of the church of St. Mary Redcliffe on Redcliffe Hill.

On right—
THE TRIP IN THE ROYAL BARGE ALONG THE RIVER AVON: The Queen and the Duke are cheered by the crowds close to the landing-stage at the Narrow Quay.

THE QUEEN INAUGURATES THE NEW CHEW VALLEY LAKE: Her Majesty has just inspected the guard of honour formed by the Royal Marines, and is proceeding to the dais for the actual naming ceremony. In the background of this picture is the upstream face of the dam and valve tower. Chew Valley Lake, Bristol Waterworks' new reservoir, is set in the Mendip Hills, seven miles from the city, in North Somerset. The reservoir, which cost £1,750,000, has a capacity of 4,500,000,000 gallons.

SHOW OF STRENGTH IN HAIFA: Sherman tanks roll past the saluting-base during the parade held in Haifa to mark the Israeli Independence Day. In the evening there was singing and dancing in the streets and a reception for the diplomatic corps at the President's Palace in Jerusalem.

INDEPENDENCE DAY IN ISRAEL

A Parade by All Three Services is Reviewed in Haifa by the President and the Prime Minister

A NATION TOGETHER: Women soldiers march in the parade carrying Uzi sub-machine guns which are made in Israel and have largely replaced the British-type Sten guns as the standard personal weapon in the Israeli Army. They were also carried by infantry and parachute units.

The military parade recently held in Haifa to mark the anniversary of Israel's independence, which was declared in May 1948, had its emphasis upon manpower rather than upon modern weapons. Observers in Israel associated this with the tension along the frontiers which has kept the bulk of the army in its defensive positions. The parade itself was highlighted by a fly-past led by French-built Ouragan jet fighters, described as the forefathers of the Mystère interceptors which, it is claimed, have recently been delivered to Israel. There was, however, no sign of them during the parade. Most of the equipment was of United States Army origin picked up from war surplus dumps in Europe by the Defence Ministry. Among the major items were twenty-six Sherman tanks and twelve F-51 Mustang fighters. Apart from the Ouragans and Meteor jets the only post-war equipment on parade was French 155-mm. howitzers. The salute at the march-past was taken by the President, Itzhak Ben-Zvi, and the Prime Minister, David Ben Gurion, from a tribune at the foot of Mount Carmel, near a cave where Elijah is claimed to have lived.

PARATROOPS ON THE MARCH: Men from a parachute regiment march past the tribune where the salute was taken by the President, Itzhak Ben-Zvi, the Prime Minister, David Ben Gurion, and other defence leaders. The Independence parade was the smallest in Israel's eight-year history.

THE ISRAELI NAVY ON LAND: Torpedoes are carried on trucks as part of the demonstration from all three services. At the same time corvettes, landing craft and motor-torpedo boats sailed along the coast. A fly-past over the tribune was led by French-built jet fighters and British Meteors.

THE MONORAIL TERMINUS IN KENSINGTON FROM WHICH PASSENGERS COULD REACH LONDON AIRPORT IN FOURTEEN MINUTES : The artist has drawn his impression of what might happen if a proposal for an overhead monorail to London Airport were put into practice. Its terminus, close to Central London, would be in the great new main airways terminal building which is now being constructed between Earls Court and Gloucester Road Stations at Cromwell Curve on the District railway line, seen in the right-hand corner. The terminal will front the Cromwell Road, in the foreground. The monorail could carry passengers to or from the airport in less than a quarter of an hour.

THE COMING OF THE MONORAIL?

An Overhead Railway to London Airport Which Could Benefit Airline Passengers

By GODFREY HARRISON

Drawings by CAVENDISH MORTON

The monorail—a streamlined shape speeding smoothly overhead, its narrow "track" supported by tall pylons—is a boy's vision of things to come. It may come, in fact, before long.

Proposals for such unconventional forms of railway, either for exceptionally high speeds or for other special purposes, are almost as old as the railway itself. A true monorail has actually been in operation at Wuppertal, in Germany, for well over fifty years, and has carried over 80,000,000 passengers without a single accident. The idea, therefore, is not so "untried" as is often averred by its opponents.

The scheme described here, however, is not a monorail in the strict sense, but a suspended railway. This, again, is not to be confused with elevated railways such as the famous New York "El" which has recently passed away. This modern plan combines the chief advantage of the monorail—a light track with open support—with other outstanding features peculiar to itself. Operating at high speeds and frequencies, and occupying virtually no ground space, it seems to offer a valuable means of relieving congestion on our roads and railways. In theory, at least, it is the ideal means of high-speed inter-urban transport, and the practical questions of engineering and economics have already been worked out in some detail. It has special advantages where traffic is heavily congested; notably between the centre of a city and its airport.

It is in this connection—as an ancillary to the passenger aircraft which, except for the absence of wings, the vehicle so closely resembles—that the proposal claims serious consideration at this moment.

Reasonably swift access to the airport is one of the major problems affecting air travel. To-day, a passenger may be required to report at the Waterloo terminal some ninety minutes before his plane is due to take-off from London Airport. This delay—which makes a mockery of a form of transport whose primary recommendation is speed—is due chiefly to the crawling coach journey through congested streets. The road traffic situation, already one of the crying scandals of this country, becomes daily worse with the steady increase in the number of motor vehicles licensed.

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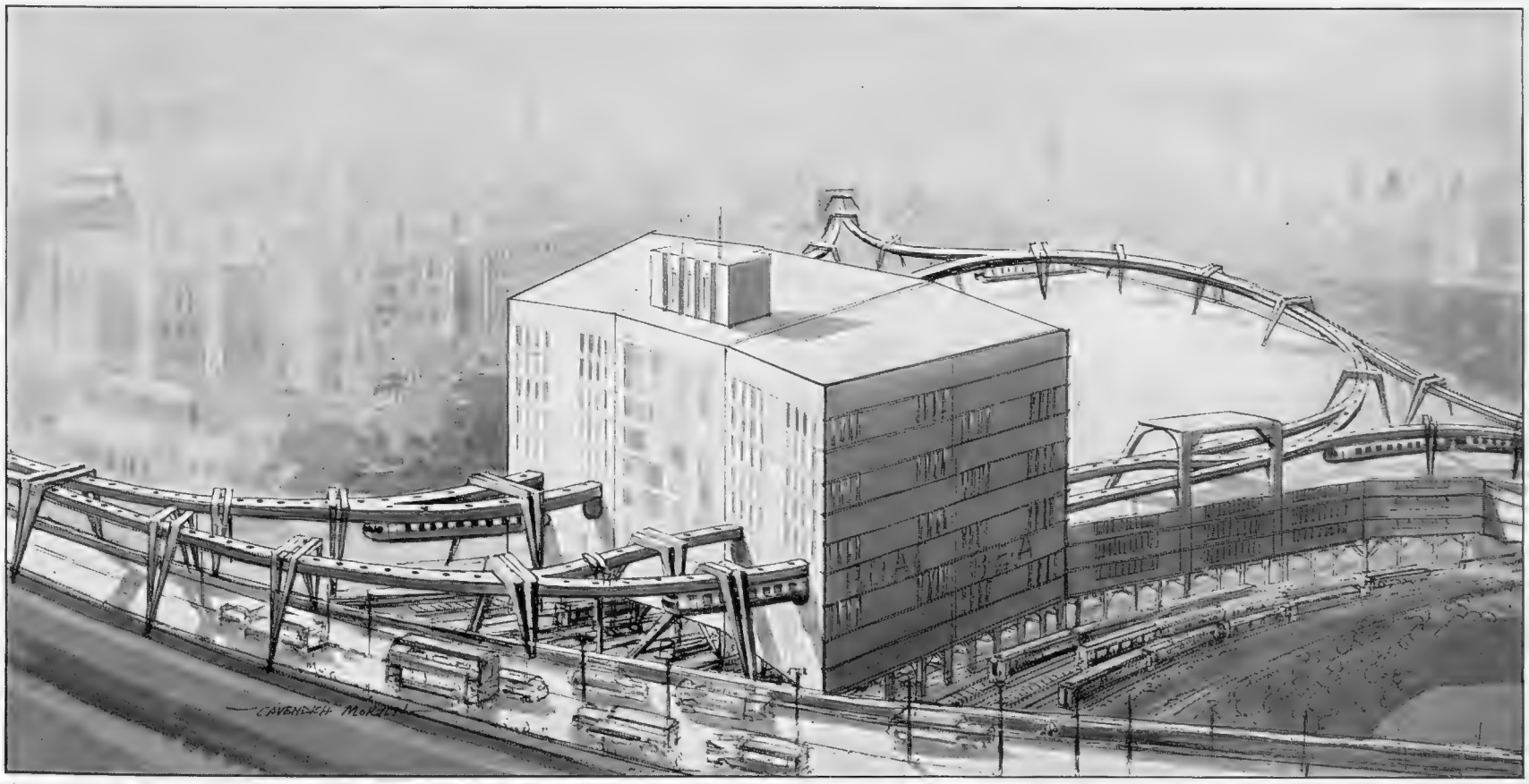


THE OVERHEAD MONORAIL SURMOUNTS THE PROBLEM OF TRAFFIC IN LONDON : From the Cromwell Curve Air Terminal the tracks carrying the monorail carriages suspended from them would be hung from arch-shaped pylons. They would pass above streets which are among the most densely crowded with traffic in London. The supporters of the monorail maintain that a "railway through the air" is the only feasible way of dealing with the increasing volume of London Airport's passengers.

THE MONORAIL CARRIAGE SPEEDING ON ITS JOURNEY CAUSES NO DISTURBANCE : Here the artist has drawn an imaginative view of the overhead railway as it would appear at the junction of Great Church Lane and Queen Caroline Street by St. Paul's Church, Hammersmith. A T-shaped pylon for the rail is in the left background. In the carriage the motors and driving wheels are specially encased and there is no fear of noise.

THE COMING OF THE MONORAIL?

(*Continued from previous page*)

The new main airline terminal on which work has now started at the Cromwell Curve, near Earls Court, may improve matters slightly, particularly when the Cromwell Road extension to the west is completed. It is clear, however, that the only real solution is some private right of way direct from terminal to airport. Special surface railway connection from any of the London termini involves many difficult problems which cannot be entered into here. The inescapable fact is that ground space in West London is at a premium. There is one simple answer: a railway through the air.

In the House of Lords on February 1, 1956, Lord Hawke, in answer to a question, reviewed the alternatives which are under active consideration. He mentioned the monorail proposal which, he said, is "still at the drawing-board stage" (though he did not say how much work has been done on it, nor that a scale model is being prepared for demonstration). To adopt this "untried" method would be, in his opinion, a "bold decision."

Mr. Peter Masefield, in his masterly Presidential address to the Institute of Transport on October 10, 1955, was both more optimistic and more realistic on the subject. He gave some authoritative estimates for a possible Cromwell Curve—London Airport service, concluding in general that the monorail, combining high speeds with reasonable costs, has "serious possibilities" for high-density short-distance routes and that, for a journey totalling above, say, 140 miles, "a combined aeroplane/monorail service would offer a great advance over any foreseeable alternative."

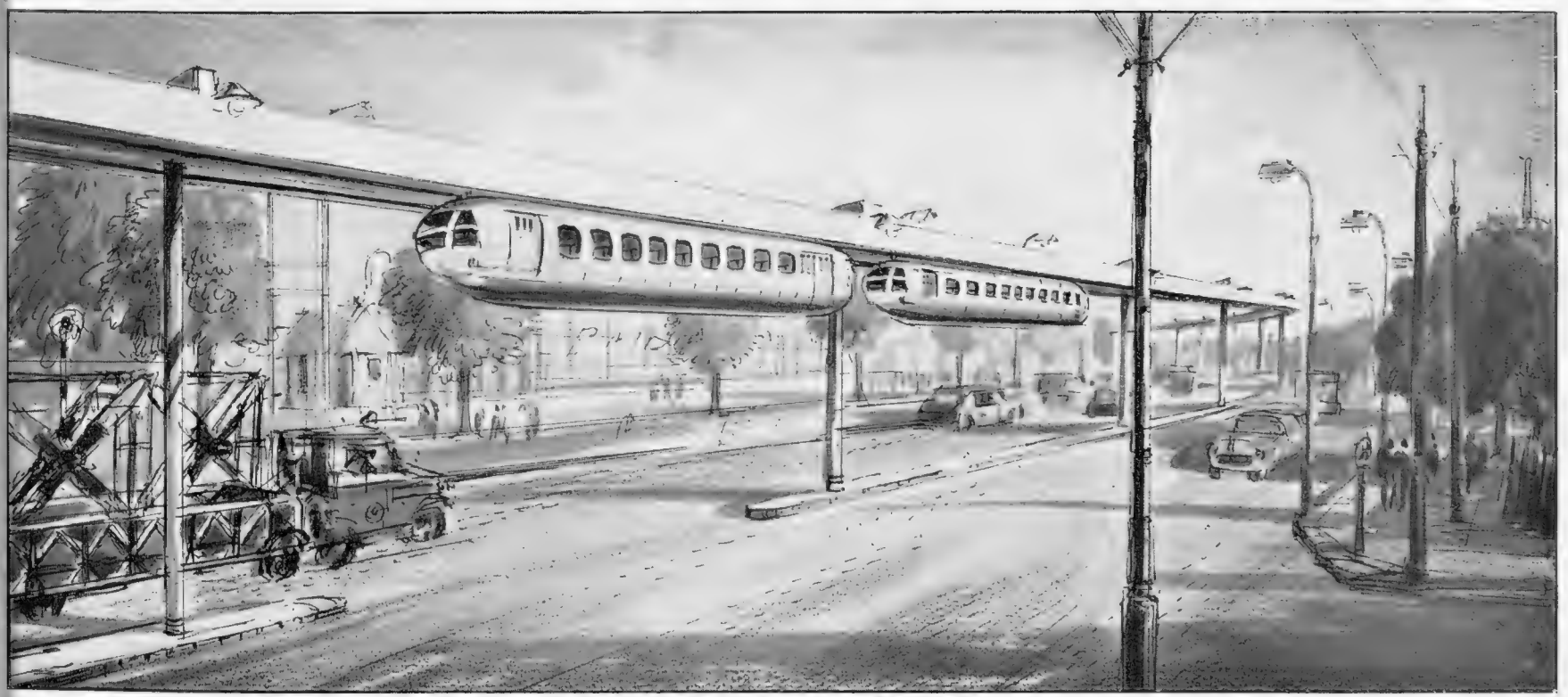
The scheme described here is based on designs originally put forward by Mr. Hugh Fraser, a Scottish engineer. Subsequently International Monorail Limited was formed by Railplanes Limited in conjunction with the well-known French engineers, Société Lyonnaise des Eaux et de l'Eclairage (S.A.F.E.G.E.), to develop the scheme in association with a London firm of consulting engineers, Hitchins, Jervis and Partners, who are now jointly preparing a scale model and film.

The designs envisage a carriage of aerodynamic lines and ultra-light construction, closely resembling a modern aircraft fuselage, with a skin of welded stainless steel which would not require painting. The interior layout would also be modelled on that of the typical passenger plane; this follows naturally from the exterior shape, and is particularly appropriate to an airport service. The same theme would probably be carried through into the detail of fittings and decoration. Each carriage might contain sixty seats, with the driver's cab forward and luggage compartment in the rear; the latter being provided with wide doors so that luggage trolleys could be wheeled in bodily. The large windows are carefully placed to afford an uninterrupted view of the ground and buildings streaming past.

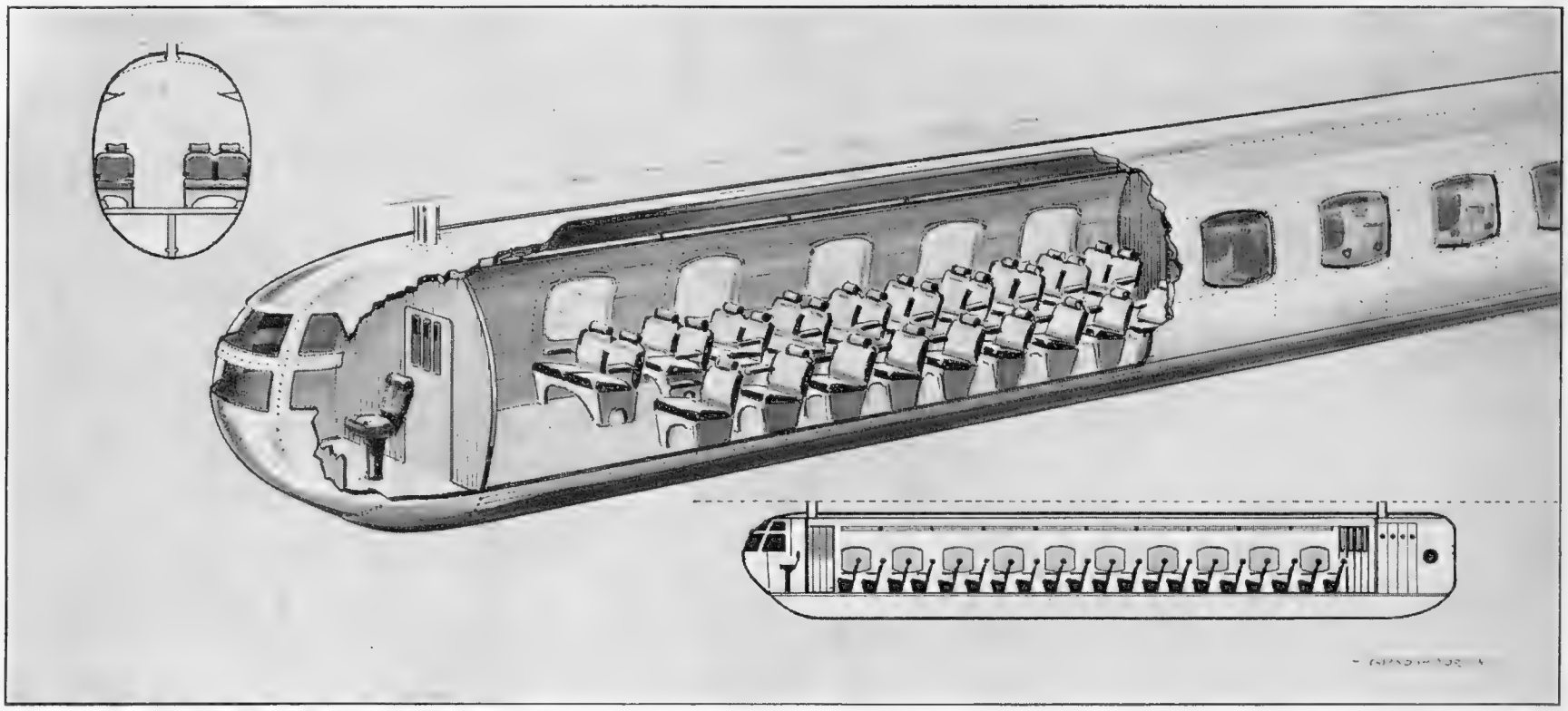
(*Concluded on page 116*)

RAILWAYS OLD AND NEW : On the route suggested for the monorail, the tracks would pass over the Brentford railway bridge on the Great West Road. The pylons would normally be spaced at distances of 100 ft. and their bases would be quite clear of traffic on the road.

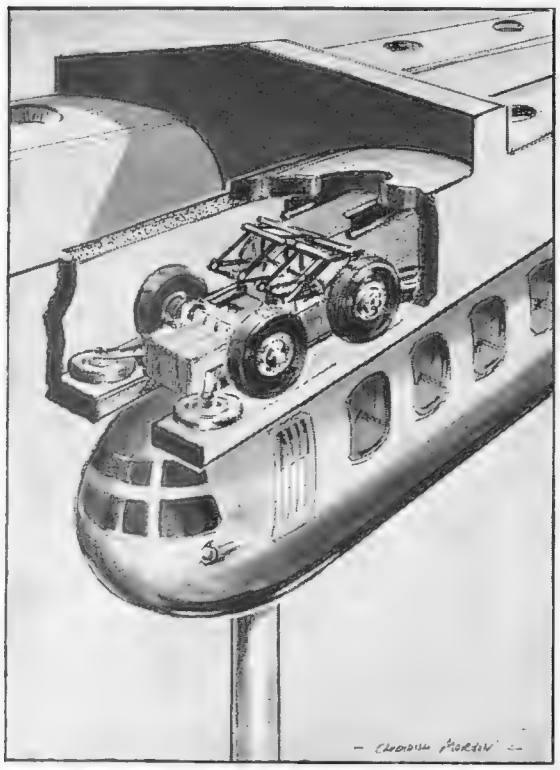
A BUSY CORNER NEAR THE AIR TERMINAL : The junction of Cromwell Road and Warwick Avenue, with the curve over the railway bridge in the background, is busy with traffic. The coaches suspended from the track would take the great volume of passengers who might otherwise have to be transported by road and greatly increase vehicles in the streets round the Cromwell Curve Air Terminal. Each coach could contain sixty seats and would also have adequate accommodation for luggage.



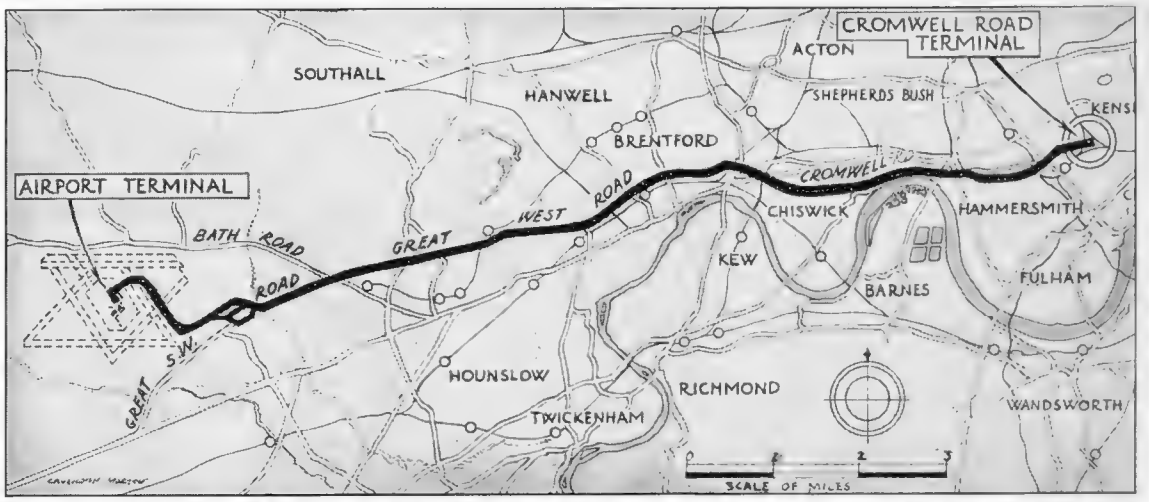
AT SEVENTY MILES AN HOUR ABOVE THE GREAT WEST ROAD : The carriages, hanging by wheels with pneumatic tyres, are driven by powerful 120-h.p. motors which draw their current from a conductor in the top of the track. Maximum speed could be 75 m.p.h., although operating speed would be limited to 70 m.p.h. Curves of a large radius, such as that seen in the background, could be taken at full speed with comfort and safety, the track being inclined to allow the carriages to swing outwards.



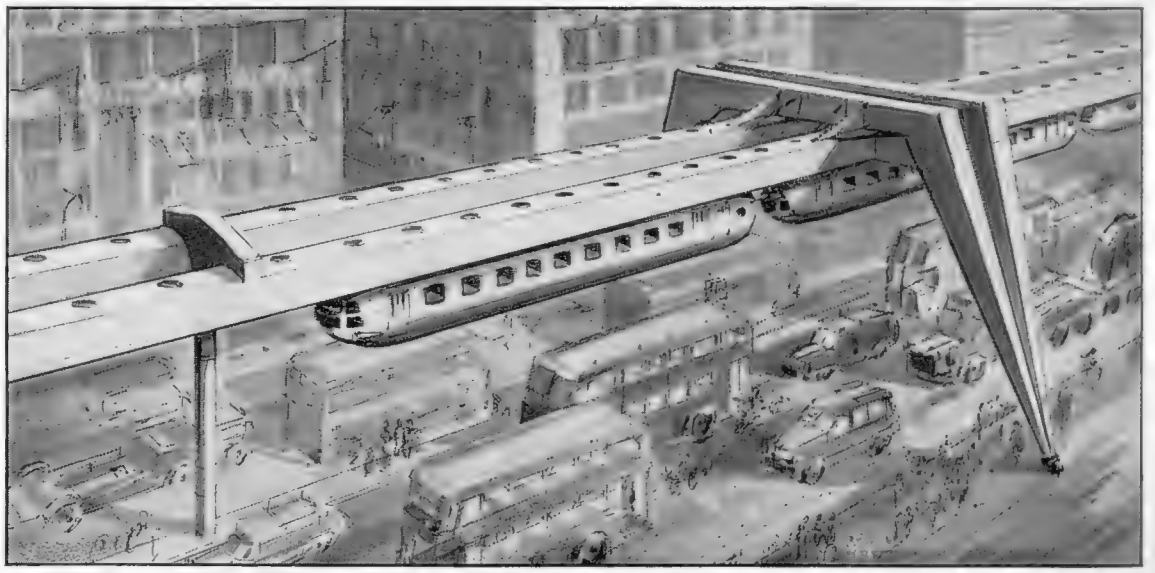
COACHES FOR THE RAILWAY THROUGH THE AIR ARE LIKE AIRCRAFT WITHOUT WINGS : With skins of welded stainless steel, they will resemble, as far as possible, aircraft in their layout. The driver sits in his cab in the front. In the cabin are sixty seats shown in full section in the smaller drawing of the side view. The luggage compartment is behind them. Inset above is a rear view of the seats.



THE BOGIE LAYOUT : Each coach is suspended by articulated links from two bogies which are enclosed within the box track. Thus noise is eliminated. The bogie is fitted with four running wheels and four horizontal guiding wheels. All the wheels have pneumatic tyres. Two 120-h.p. motors are fitted between the running wheels and current is drawn through the girder above them from the conductor rail. The whole power structure ensures the maximum comfort and safety to the passengers below.



THE PROPOSED ROUTE FOR THE LONDON AIRPORT MONORAIL : From Kensington the overhead track would run close to the Thames at Hammersmith and Chiswick, and then from Brentford follow the Great West Road. At the airport the monorail would terminate on the Customs floor and travellers could quickly become airborne.



A MONORAIL EXPRESS ABOVE A CROWDED TRUNK ROAD : The carriages could run singly or, as drawn here, be coupled in "trains." It is calculated that in four years' time about 7,000,000 people might want to use the Cromwell Curve monorail annually. At peak periods trains would run every three minutes, carrying altogether 4,150 passengers per hour. A monorail would be cheaper to construct than an underground railway.

The COMING of the MONORAIL?

(*Concluded from previous page*)

The carriage is suspended by special links from two bogies. These contain the motors, and run within a box-section "track" as shown in the illustrations. This arrangement has a special advantage as compared with the various designs of true monorail, in that the driving wheels and motors are invisible and completely enclosed from the weather: also the only potential source of noise—slight as this would be—is effectively insulated.

Pylons support the tracks. Where the line follows a trunk road with central reservation a single T-shaped pylon can be used, with one track hung from each arm. For narrower roads, or for crossing the District or other railway lines, the support would be arch-shaped with an upright on either side. The pylons would normally be spaced at intervals of 100 ft. or so, so that there would be virtually no inconvenience to traffic on the ground, and obstruction of light would be negligible. The track would be hung at a sufficient height to allow 20 ft. clearance between the bottom of the carriage and the ground.

The design of the bogies is perhaps the outstanding feature of the scheme. They each have four load-bearing wheels and four horizontal guide wheels bearing on the side walls of the box track. All wheels would be fitted with pneumatic tyres, which would be inflated with nitrogen to eliminate risk of fire. These, with the total enclosure of the bogies by the box track, ensure extremely quiet running—an important point where the carriages may be passing level with the upper windows of dwellings.

Each bogie is provided with two 120-h.p. motors drawing current from a conductor in the top of the box track. These give powerful acceleration (greatly assisted by the pneumatic tyres) and a maximum speed of 75 miles an hour, though the operating speed would be limited to 70 miles an hour. Curves of 1,000 ft. radius could be taken at full speed with comfort and safety, the track being inclined so that the carriages can swing outwards: if sharper curves are necessary, some means of automatic speed reduction would be provided. Points—which on the London Airport line would only be required at the terminals and at turn-offs to berthing sidings—would be of relatively simple design.

Allowing for estimated increases in the traffic through London Airport, it is expected that by 1960 some 7,000,000 people a year would wish to travel by the Cromwell Curve monorail: this figure includes airport staff, and visitors seeing off their friends or merely desiring to "see the sights" at the airport. At peak periods the number would probably reach 4,150 per hour. This would call for trains of two carriages running every three minutes.

Estimated capital and operating costs are such that, on this basis, the economic fare would be comparable with that at present charged for the journey by coach. And the time—14 minutes: a very substantial improvement on the best that could conceivably be achieved by road. The arrival platform would be placed on the Customs floor of the main airport building, from which passengers and their luggage could descend direct to the point of departure. This would completely eliminate the confusion and further waste of time involved in the present system, which is so often a trial to the patience of airline travellers.

BACK THROUGH THE CENTURIES : The work of excavating an ancient refuse heap in use about 1200 B.C. is in progress at Gwithian, an area of sandy dunes on the northern shore of West Cornwall. The site is one of several which are being uncovered in this part of the West Country with the help of volunteers from universities and schools in England and Scotland. The work, sponsored by the West Cornwall Field Club, also includes the excavation of an early Christian settlement.

EXCAVATIONS IN CORNWALL

An Early Christian Settlement, a Bronze Age Barrow Group and a Medieval Manor are Uncovered in Cornwall

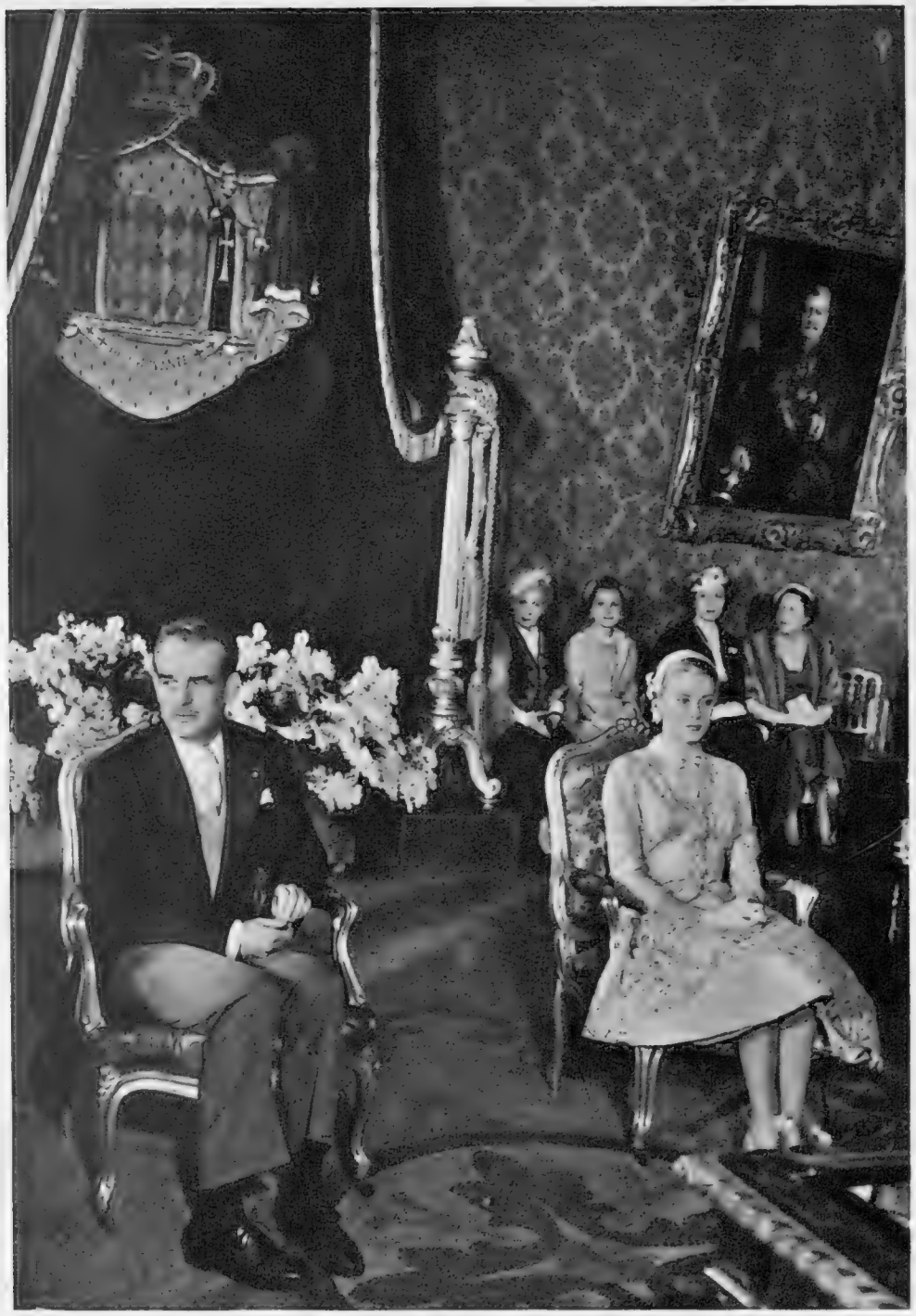
The West Cornwall Field Club, the active body in Cornish archæology, has for several years now been sponsoring the excavation of a group of sites near Gwithian, in West Cornwall. Most of the digging takes place at Easter, since it is the season most convenient to the volunteer enthusiasts. In addition to the serious work of excavation, a course of instruction is usually run to give the beginner in archæology a basic knowledge of his subject. The students attend lectures and dig in small teams alongside fully-trained workers for practical instruction and experience. The Gwithian site includes an early Christian settlement, a Bronze Age barrow group and a medieval manor. The most interesting of these three excavations is the settlement, which consists of a small group of stone houses, covering three main historical stages between A.D. 500 and 950, perched along the backbone of a sandy bluff protruding into a former tidal estuary. The barrow group comprises seven burial mounds, belonging to the Cornish Middle Bronze Age.

MAPPING A VANISHED LAND : Mr. Charles Thomas (on left), of Corpus Christi College, Oxford, directing the excavations, discusses the plans of the site with Mr. J. V. S. Megaw, of Edinburgh University.

RELICS FROM THE PAST : Miss Sonia Chadwick, of London University, adds a piece of eighth-century pottery to a display at the site of the excavations. The suspended cooking pot is a reconstruction.

DIGGING FOR HISTORY : Students from a local grammar school dig with trowels on the excavation site in Cornwall. They are spending their holidays at the "diggings" sponsored by the West Cornwall Field Club. The work must be carried out very patiently and with great attention.

THE PRINCE LEADS HIS WIFE FROM THE THRONE ROOM: The civil marriage ceremony is over. On the right of the picture is seated Mrs. John B. Kelly, jnr., the bride's sister-in-law. The President of the Supreme Court of Monaco conducted the legal formalities in the Throne Room of the Palace, at the end of which the couple signed the marriage register.



THE ROYAL COUPLE ARE PRONOUNCED MAN AND WIFE: Seated on red velvet the civil ceremony in the Throne Room of the Palace of Monaco were officials and personal guests. Sitting on the bride's left are, in the front in-law, and Mr. and Mrs. John B. Kelly, her mother and father. Although

The Wedding in Monaco

CIVIL CEREMONY

Prince Rainier and Miss Grace Kelly are Legally Married in the Royal Palace

On left—

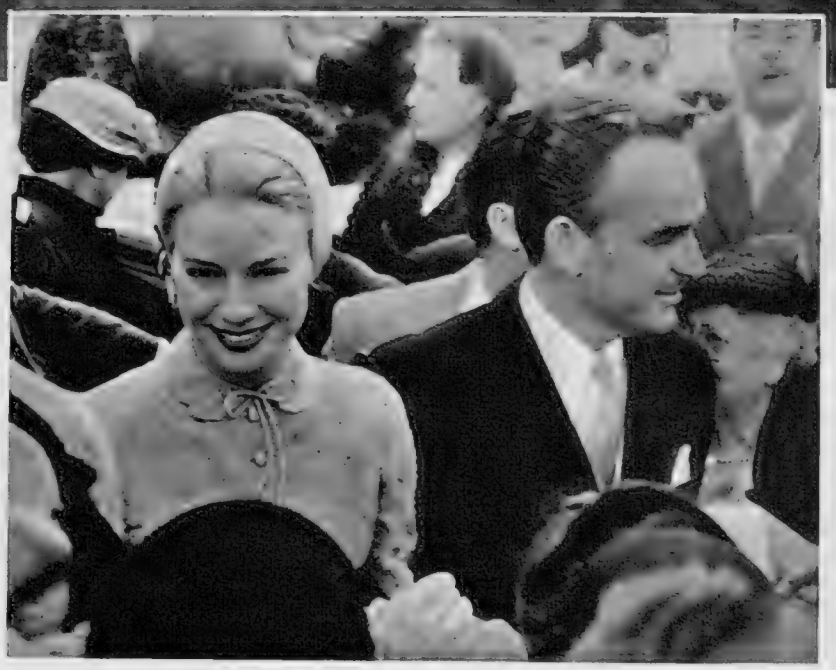
IN THE GLARE OF CAMERAS: Prince Rainier and Miss Grace Kelly undergo the ordeal of their civil wedding before television and cinema cameras. Not unnaturally both appeared tense and nervous. In the course of the formalities the President of the Monaco Supreme Court read out the articles governing marriage under the Civil Code of the country and also the long list of the 142 titles of Prince Rainier, which includes four dukedoms,

chairs, the bride and bridegroom listen to the legal proclamation of their marriage. At members of their families, representatives of twenty-four foreign nations, Monégasque row, from left, Mr. John B. Kelly, Jnr., her brother, Mrs. John B. Kelly, Jnr., her sister- this was the legal wedding, the nuptial mass next day was regarded as the real marriage.

In Monaco, as in many countries, civil and religious weddings are kept separate. The former, being the legal ceremony, is held first. This was the case when, last week, Prince Rainier, of Monaco, and Miss Grace Kelly, from America, formally became man and wife in the Throne Room of the Prince's palace. Although there was only space for relatives, foreign representatives, officials and friends, every gesture of the couple was carefully recorded by television and cinema cameras.

The ceremony took forty minutes and was conducted by M. Portanier, the President of the Supreme Court of Monaco. Since the laws of state demand that a member of the House of Grimaldi can be married only with the permission of the reigning Prince, M. Portanier had first of all to ask the bridegroom for leave to hold the rites. Then, after a brief address of welcome, the President read the sections of the Monégasque Civil Code which relate to marriage. A considerable time was taken in the proclamation of Prince Rainier's 142 titles. Finally came the personal undertakings of marriage from the couple.

Members of the families of both Prince Rainier and Miss Kelly were present. Among them were Mr. J. B. Kelly, the bride's father, and Mr. J. B. Kelly, Jnr., her brother. Both have been internationally famous as scullers. The senior Kelly was Olympic Champion in 1920 but was refused entry for Henley Regatta because he had once worked as a manual labourer. However, the son won the Diamond Sculls after the war. Pictures of the Religious Marriage are on Pages 126-27.



On right—

THE LEGALLY WEDDED PRINCE AND PRINCESS AT A GARDEN PARTY: They move smiling among their guests at the Garden Party in the Royal Palace grounds, to which some 3,000 people were invited.

REPRIEVED MURDERESS

Enid Bagnold's Play in London Offers a Searching Commentary on Human Nature

It is entirely fortuitous that, while Parliament and the public are divided over the question of capital punishment, a London theatre should be staging a play which is much concerned with some aspects of this problem. Enid Bagnold's *The Chalk Garden*, is at the Theatre Royal, in the Haymarket.

Mrs. St. Maugham, who lives in Sussex, has a difficult grand-daughter, Laurel. A Governess-companion, Miss Madrigal, is engaged for her. The employee has no references, but Mrs. St. Maugham herself is an eccentric old tyrant. It turns out that Miss Madrigal is a convicted murderess, whose sentence of death was commuted to life sentence. Inevitably the Judge who passed the sentence arrives on the scene.

Although the main theme of the play may be taken as showing that those reprieved for killing can exert an excellent influence in an unbalanced household, Miss Bagnold is far too skilled a dramatist to point the moral. Other highly individual characters offer a commentary on human nature.

CONVICT AND JUDGE: In *The Chalk Garden* are, from the left, Peggy Ashcroft (the Governess once convicted of murder); Judith Stott (Laurel); Felix Aylmer (the Judge); and Rachel Gurney (Olivia).

IN "THE CHALK GARDEN," THEATRE ROYAL, HAYMARKET: From the left are Mavis Walker (the Nurse); Peggy Ashcroft (Miss Madrigal) and Edith Evans (Mrs. St. Maugham). The play is by Miss Enid Bagnold.

On right—
MOTHER AND DAUGHTER: Edith Evans, as Mrs. St. Maugham, and Rachel Gurney, who plays her daughter Olivia, discuss the latter's child Laurel. It is on the relationship of grandmother St. Maugham with her grand-daughter, Laurel, who is influenced by the ex-convict Governess that the plot turns.

ANOTHER EX-CONVICT: George Rose, as Maitland, the servant, stands between Edith Evans and Felix Aylmer. Like the Governess, Maitland has been in prison, but for conscientious objection, not for murder.

"WE ARE INVISIBLE": Thus declares the unmanageable Laurel (extreme left) as she sits during a meal with the Governess, who understands her. Her Grandmother smiles and the Judge ponders while Maitland serves him. The play is produced by Sir John Gielgud.

A WATER STORAGE BED : After the spring harvest those withies which do not find an immediate market are placed in dykes, where they will keep "green." The "small man" will usually have a dyke or small stream alongside his house.

THE OSIER HARVEST : The wiry shoots make the harvesting no easy task, particularly as it must all be carried out by hand. But the industry still exists in parts of England.

AN ANCIENT CRAFT IN A FITTING SETTING : The village church at Curry Rivel, in Somerset, looks down on the long lines of withies or osiers as they are laid out to dry in an adjacent field. Withies can be grown and harvested in a single year, but far more are produced than the few craftsmen can handle.

OSIER BEDS AND BASKETS

Basket-making, one of England's Oldest Crafts, Still Survives in Norfolk and Somerset

WITHY BEDS IN SOMERSET : The harvest is under way on this typical Somerset farm near Sedgemoor. One-half of the field has been cleared and the withies stacked like corn before being carried away, while the other half awaits cutting. Somerset is noted for its osier beds and for its basket-making—for the two go together.

THE old English craft of basket-making still exists to-day in the counties of Norfolk and Somerset, and the cultivated fields of withies or osiers are as common there as are the hop-fields in Kent. But although the craft continues in these two counties the spirit is slowly dying. For while there are men enough to carry on with the planting and harvesting of the osiers, few now come forward to learn their father's craft in basket-weaving. Most of the work is done by a generation in their sixties, and although it may seem odd in this modern world, there are no mechanical methods which can reproduce the craft of these men. Yet it may be a blessing in disguise, for it seems that only cripples and the blind can be readily recruited to-day, and they take to the work with ease.

Despite the small scale of the industry the demand for its work remains very high indeed. The only limit to the output is the craftsman's skill and his reluctance to turn out shoddy goods. In the homes of the small basket-makers and in the shops of the larger concerns, where some thirty or more men are employed, the output is months behind the flood of orders from all over the world. Generally the world of agriculture and horticulture supplies the steady market for fruit, potato and vegetable baskets, but there is a big demand for luxury items such as wicker frames for flowers, and dog and cat baskets.

The withies or osiers which make up the weave of the baskets are thin willow shoots which are sown and reaped in a single year. If they are cut about eight months after sowing, they are at exactly the thickness required. The thicker struts for the uprights are left for two or even three years. The osiers are usually of three sorts, depending on what processes they have been through after harvesting. The rods cut and then left to dry in the open air are known as "browns," those soaked and peeled as "whites," and those boiled and peeled as "buffs." Each type has its distinct use. The "browns," which are used for coarse work, are sorted after the harvest according to lengths, varying from 3 ft. to 9 ft. into "luke," "long small," "threepenny," "middleboro" and "great." In their turn the slender white and buff rods are divided into "tack"

(*Continued on following pages*)

THE SPRINGTIME HARVEST : *Above, left*—When the time arrives to gather the withies, gangs of men set to at piece rates to clear the acres of the year's crop. The willow shoots seen in the background are used as the struts in basket work while the osiers form the weave. *Above, right*—These osiers will remain in the sun and air for several days, being turned regularly until they are dry. According to the eventual use for which they are required the processes they go through after harvest are varied.

A WEST COUNTRY SCENE : This is an annual sight in the village of Braunton, in Devon, as the freshly-cut osiers are carried through the streets to the basket shops. A withy crop can be sown and the harvest reaped in a single year.

THE LONG PREPARATION : The boiling of the osiers and the willow shoots which go with them to make the baskets will sometimes occupy the whole of a day. But the colour of the rod, varying from white to orange brown, depends on the time in the water.

On right—

SOWING THE NEXT CROP : The usual system of sowing withies is to lay out regular rows of single cuts from old shoots, but as in this case, "whole cuts" or "double sets" are also used.

Osier Beds And Baskets

(*Continued from previous page*)

and "small." When sorted, the osiers are sold in bundles measuring 40 ins. in girth a foot up the butt.

The cultivation and processing of the withies is the subject of much research in England by the Rural Industries Bureau. In response to requests from both willow-growers and basket-makers, the bureau has carried out a series of experiments to develop better methods in the industry. There are three main objects in view at the present moment. Firstly, to find a way to reduce the time required in producing "buff" rods. Secondly, to develop a process which would enable the willow-growers to harvest and process their crop for white willows out of season, and, finally, to develop kiln-drying. The first of these objects has been achieved by using steam instead of boiling water. This has reduced the time required to approximately thirty minutes in place of the usual four to six hours. But this figure varies, of course, with the species of willow being processed. The developing of a process for white willows out of season has also been successful, although some difficulty was found at first in the lack of a chemical to prevent premature discoloration. Kiln-drying is still in the experimental stages.

The methods which have least changed in the industry since the earliest times are those that apply to the actual making of the baskets themselves. Almost all basket work is still carried out by hand with very simple tools. The most important of these being the shop knife, picking knife, bodkin, shears, commander—an iron rod with ringed ends used in straightening the willows—the yard measure and an iron for closing up the weaving. Most of the craftsmen work on a wide elm plank raised by a few bricks from the level of the floor upon which they have their "lap-boards" and tool-boxes. The lap-board serves as a base for the bottom of the basket, which is fastened to it by a bodkin acting as a pivot.

Although the shape of baskets may vary between round, oval or square, the method of construction is roughly the same with only slight variations. In the making of a round half-bushel basket most of the ancient methods are employed. For this the osiers used are brown, with middleboro, threepenny and long small. The bottom is woven around a centre core consisting of six stout rods measuring approximately 17 ins., which have been placed across each other in two lots of three. When the diameter reaches 15 ins. the bottom is fastened to the lap-board by means of the bodkin. For the sides the middleboro stakes are fastened each side of the radials of the bottom and the weaving begins. During this process a hoop is slipped over the uprights to keep them steady while the weave is worked in.

PREPARING THE CROP: Immediately after being cut the withies are boiled in these open-air coppers. Afterwards the skin is stripped off and the rods laid out to dry. This process is not followed with all the year's crop, for the uses are many and varied.

On right—
FROM WITHY TO BASKET: The greatest demand is for luxury baskets for dogs and cats. But the demand for basket work is so large that there are few makers who can satisfy all their orders.

HOME-MADE MACHINES: This machine for stripping the skin from the rods simply consists of a revolving comb. Considerable force must be used to fully hold the bundle of osiers. There are no mechanical processes in the basket industry.

On right—
AN HEREDITARY CRAFT: The handle of this potato basket is soon completed, but not soon enough to cope with the demand from all over the world.

THE SKILL OF AN OLDER GENERATION: In the village of Braunton, Devon, well known for its basket-making, most of the craftsmen are in their sixties. This is a trend which is general throughout the industry. Although there are many farmers cultivating the withies as raw material, there are few who take up the craft of weaving them.

The word "basket" is found in English since the thirteenth century, but it does not occur in the Romance or Teutonic languages. Although there is little evidence to support it, it has been allied with the Latin "bascauda" used by Juvenal and Martial, and said by the latter to be a British word. In ancient Britain at the time of the Roman invasion military shields were made on a basket-work frame, as were the coracles of the fishermen.

The fame of the British as basket-makers became a byword in Rome, and the methods they employed in those days did not vary to any great extent until late in the nineteenth century, when innovations in shape and size were introduced. The Basket Makers' Company which thrives to-day as a Livery Company of the City of London was established as a Guild in 1569 and received a Royal Charter in 1937. Its original archives were destroyed in the Great Fire of 1666.

A PORPOISE BORN IN CAPTIVITY AT A FLORIDA ZOO

MOTHER AND CHILD GO FOR A SWIM: "Perky," the thirteenth porpoise born in captivity at the Marine Studios, Florida, swims alongside her mother, "Susie," in the main tank at the aquarium. The porpoise was named after Mr. Marlin Perkins, the Director of the Lincoln Park Zoo in Chicago. It was also at the Marine Studios that the first porpoise was born in captivity. In their native state porpoises travel in large schools and are found off the British, Scandinavian and American coasts. They were once popular as food, being esteemed a "royal dish" down to the days of Elizabeth I but are now killed for oil.

A STATE HIGHWAY LEADS TO A PLOUGHED FIELD

THE QUICKEST WAY TO MARKET: The Kansas Turnpike, a four-lane State highway, ends at the edge of a wheat-field on the Oklahoma-Kansas border, just south of Wellington, Kansas. The eventual extension of the highway will take it through the field into the neighbouring state, but at the moment the project is held up pending the allocation of more funds, and the settlement of various interstate problems.

THE WORLD'S LARGEST RADIO TELESCOPE

QUEEN JULIANA AT AN INAUGURATION CEREMONY: The Queen of the Netherlands leaves with Professor J. H. Oort after inaugurating the giant new radar scanner at Dwingelo, in the Drente province of Eastern Holland. The revolving scanner will be used for further researches into the composition of the Milky Way. It is so sensitive that it is able to pick up radio signals at distances of three million light-years.

Pacts and Personalities

The Bagdad Pact Conference Meets in Teheran, and a Rival Agreement is Signed in Saudi Arabia

The highlight of the Bagdad Pact Conference which was held in Teheran was the announcement by the Chief United States Observer, Mr. Henderson, that his country was to establish a military liaison office with the permanent headquarters of the Pact, which is to be set up shortly. At an earlier meeting Mr. Henderson had announced that the United States would become a full member of the Pact's Economic Committee and would participate in all economic aid programmes. The Council of the Pact issued a statement after its final meeting, emphasising that "urgent steps" must be taken to strengthen the group. It also stressed the need for an early solution to the disputes in Palestine and Kashmir. The American aid which will now pass through the Economic Committee to the Middle East countries which are members of the Pact will probably be in the form of machinery, equipment and technical advice. The British economic aid which is already going to these countries is entirely in this field.

Shortly after these announcements from Teheran an official communiqué issued from Cairo gave the news of the signing of a Tripartite Agreement between Egypt, Saudi Arabia and the Yemen.

THE BAGDAD PACT CONFERENCE: *Above:* The closing session of the Conference, attended by all the member-countries, meets in Teheran. The highlight of the series of meetings between delegates was the United States' decision to establish a military liaison group and to participate in the economic aid programmes. *On right*—The head of the British delegation to the conference, Sir Walter Monckton, the Secretary for Defence, is met on arrival at Teheran Airport by the Iranian Foreign Minister (left) and the British Ambassador, Sir Roger Stevens.

DISCUSSION IN TEHERAN: General Nuri es-Said, the Prime Minister of Iraq (on the left), talks with Adnan Menderes, the Turkish Premier and Minister for Foreign Affairs, while both were attending the Bagdad Pact Conference in Teheran.

On right—

THE RIVAL PACT: Abdul Nasser, the Prime Minister of Egypt (on right), King Saud of Saudi Arabia (in the centre), and the ruler of the Yemen, Imam Ahmed, sign a Tripartite Military Pact between the three countries in the Royal Palace in Jeddah, Saudi Arabia. The Pact puts the armed forces of Egypt, Saudi Arabia and the Yemen under a unified command during the five years that the agreement will last in its present form. The text of the treaty also states that any armed aggression against any member of the Pact would be considered as an attack against the two others. According to the communiqué issued after the signing, the three Arab leaders also exchanged views on the development of economic, cultural and technical co-operation. Syria, Saudi Arabia, Egypt and the Yemen are now all associated in Defence Pacts presenting a barrier to any further expansion of the Bagdad Pact which might have included them in military and economic agreements. At the same time closer defence links are being forged between the Arab forces of Jordan and Syria.

The Wedding in Monaco

RELIGIOUS MARRIAGE

The Nuptial Mass is the Last Stage in the Prince Rainier—Grace Kelly Wedding Ceremonies

THE LONG CEREMONIES ARE OVER: The Prince and his Princess wave happily from a window in the Palace after their return from the Nuptial Mass in the Cathedral, which completed their wedding rites.

It was a most impressive scene in the Cathedral of St. Nicholas, in Monaco, when Prince Rainier and Miss Grace Kelly were married according to the religious rites of the Roman Catholic Church. The Bishop of Monaco, Mgr. Barthe, celebrated the Nuptial Mass in the presence of the Papal representative, Mgr. Marella. Father Tucker, the Prince's Private Chaplain, assisted in the service.

The bride wore a magnificent wedding dress, which was pale cream in tone, and entered the Cathedral carrying a lace-covered prayer book. Prince Rainier was in a black uniform jacket and light grey trousers striped at the side with yellow. He wore the insignia of many orders, with the sash of the Order of St. Charles across his chest. At his side he carried a sword.

The whole scene was floodlit for the benefit of cameras, but the service was conducted with great dignity. As in the civil ceremony on the day before, both the Prince and the Princess showed signs of the strain imposed on them by the world-wide publicity given to their marriage. But when they had left the Cathedral they appeared happy and smiling at a window of the Palace and later in the day left for their honeymoon in the Royal yacht. (Civil ceremony pictures on pp. 118–19.)

OFF FOR THE HONEYMOON: The Royal couple go aboard Prince Rainier's yacht *Deo Juvante II*, in Monaco harbour, for their honeymoon trip in the Mediterranean.

On right—

THE MARRIAGE IS SOLEMNIZED: The bride and bridegroom hold hands as the Bishop of Monaco blesses their union during the Cathedral service. To the right of the Bishop is Father Tucker, the Court chaplain. The bridesmaids are in the right background.

The Sphere of Travel

HOLIDAYMAKING IN NORTHERN GERMANY

The Weser Valley; the Harz Mountains; Lüneburg Heath; the Hanseatic Cities; Schleswig-Holstein, and Berlin Provide the Enterprising Traveller with Many Rewarding Sights

By GORDON COOPER

I SUPPOSE that at least 90 per cent. of Britons who take their holidays in Germany go to the Rhineland, Black Forest or Bavaria. The rest of the country is practically a touristic "no man's land." This is a great pity, for especially in Northern Germany there are several fine art cities and some very attractive scenic districts. I feel sure that any reader who plans to go to one or more of the places described in this article will be fully satisfied.

It is, of course, easy to travel to Northern Germany, either by way of the Hook of Holland, Bremerhaven or Hamburg. Any travel agent can supply up-to-date information regarding services. It is worth noting, too, that it is now possible to take train or bus, or to travel by car through to Berlin without any difficulty. When crossing into the Russian Zone, you merely pay a small sum for a special visa. Most people will, however, prefer to make the journey by air; there are frequent services from Hamburg and Hanover for the sixty-minute trip, for which no visa is needed.

The Weser Valley.—There is not a lovelier or more peaceful valley in Germany. A good road follows the river, or you can travel leisurely by daily steamer service between Hamelin and Hannoversch Münden; the 80-mile trip upstream takes two days, down-stream one day, and you pass through a changing landscape of forest, hill and meadow, with extensive, varied views on either side. Pleasant places at which to stay for a few days include Bodenwerder, Polle, Karlshafen and Veckerhagen.

Bodenwerder was the home of the incredible Baron Münchhausen, and his house is now the Town Hall; it contains a small but fascinating Münchhausen Museum. Polle and Veckerhagen are simple resorts. Karlshafen was originally planned to house Huguenot refugees, and the buildings are of unusual type; the Hotel Schwan gets my three stars.

Hannoversch Münden, Höxter and Hamelin are all picturesque old towns with many ancient buildings. From Höxter you can easily reach the Solling, an immense forest of magnificent trees—an ideal spot for those seeking solitude; in its heart is the small resort of Neuhaus. A feature of Hamelin (Pension Sonnenhof rec.) is the weekly open-air play telling the story of the Pied Piper (according to legend). In actual fact, it is probable that this character was a thirteenth-century labour-recruiting agent who induced many young men to emigrate to Sudetenland, at that time a sparsely settled area. But it does not do to be too critical; enjoy your glass of wine in the ancient Rat-catcher's House, alongside which runs the narrow "Street of No Noise," where for seven centuries silence has been enforced and not even children may play there. Not far from Hamelin is the fashionable spa, Bad Pyrmont, whose parks and gardens are undoubtedly the finest in Europe. Motorists who like gaiety in the evenings would find it a good centre from which to explore the Weser Valley.

Harz Mountains.—Even though a considerable area of the Harz Mountains lies within the Russian Zone, there is still much delightful countryside on the western side. Goslar, the largest centre, is a delightful town. There are many historic medieval buildings, including the Kaiserpfalz, the largest extant Romanesque palace in Germany, and an attractive Gothic Town Hall. The Brusttuch (neckcloth), built in 1526, is a typical hotel in which to stay, while the Achtermann Hotel is excellent.

A rather better-placed centre from which to explore the mountain area is Bad Harzburg, an attractive modern spa. Then there are the pleasant resorts of Braunlage (fashionable) and St. Andreasberg (simpler). The latter town is the home of the "Harz Rollers," which command the highest prices in the world's canary markets. For myself, I prefer one of the little hotels out in the countryside where the main appeal is to walkers. There is the pleasant hotel at Torfhaus, for instance, from which you look across at the Brocken (Russian Zone), the abode of witches who come riding out on broomsticks on Walpurgis Night. For this is the home of devil worship, the haunts of gnomes and goblins, and the scene of a hundred fairy stories. The landscape is rather similar to that of the Black Forest, being covered with forests and moorland, deep valleys and rushing streams.

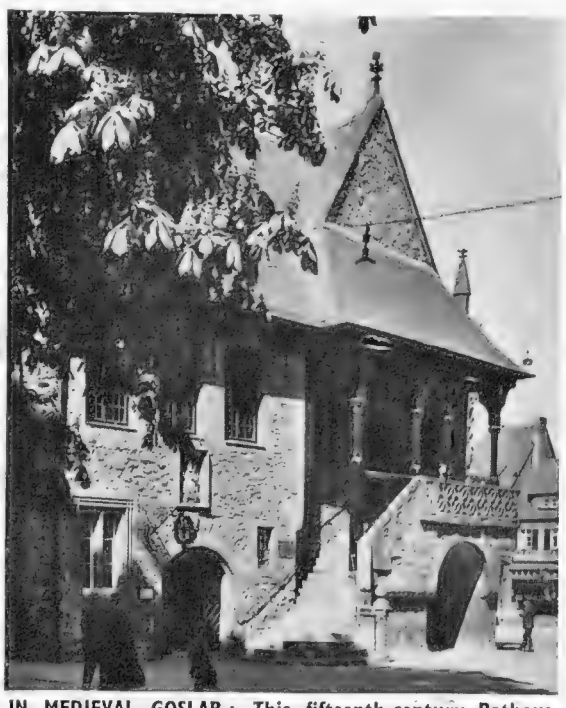
Lüneburg Heath.—This vast, lonely, desolate moorland, with its marshes, heaths and oak trees, and studded with lonely farms, is ideal for those who wish to be away from civilisation for a while. The flora and fauna are particularly interesting, and there are many prehistoric remains. Lüneburg and Celle are two good centres from which to explore the heath; and you can reach the starting-point of each day's outing by a local railway, whose lines reach out in ten different directions. The Lüneburg tourist office issue a practical booklet (in English) which gives detailed itineraries for rambles. The Celle tourist office is also helpful.

Lüneburg and Celle are attractive medieval towns, with many fine buildings. The former has one of the finest town halls in Germany; the latter offers as its chief sight the old Schloss, with a tiny theatre (the oldest in Germany) and an enchanting little chapel. Easily reached from Celle is Brunswick (Braunschweig), which is well worth a visit.

Hanover to-day is practically a new city, a "Green City," for it is famous for its parks. Should you be passing through, lunch at the excellent Georgs-Stuben, the "House of 1,000 Drinks." Incidentally, they list Scotch whisky under England, but I hope my complaint may have brought about a change! Anyhow, better try their combination drink found only in Hanover and called "Luttje Laage"; it consists of a small glass of spirits and a glass of beer which must be deftly swallowed at the same time.

RELAXATION OUTSIDE BERLIN: A summer scene along the banks of the Wannsee, showing patrons at one of the many open-air restaurants. These spots are thronged with visitors during the summer. There are opportunities for bathing and sailing.

The Hanseatic Cities.—Hamburg is an exciting city in which to stroll, especially around the Binnenalster, a large basin thronged with yachts and boats. When l up at night it seems a fairyland. The Hamburg Oper is one of the best in Europe, and the Vier Jahreszeite a delightful hotel in which to stay; the Reichshof Hot (near the station) is, however, considerably cheaper.



IN MEDIEVAL GOSLAR: This fifteenth-century Rathaus stands in the old market-place. Inside is the Hall of Homage, a treasury of unique beauty.

HOLSTEN-TOR, LÜBECK: Completed in 1477, this fine exampl of a medieval fortification is the entrance gate int Lübeck, one of Germany's loveliest Hanseatic cities

Bremen's Town Hall, with its magnificent Renaissanc façade and its Great Hall, is probably the finest buildin of its kind in Germany. The wine list in the Ratskelle contains some 500 items, and is especially noted for it Rhine and Moselle wines.

Lübeck fully justifies its Slavic name, which mean "lovely." It is also the most interesting of Germany Hanseatic cities. Despite considerable war destruction there is still much to see in the way of historic buildings including the lovely Rathaus, the Holstentor and th venerable Holy Ghost Hospital. No visitor should mis having an evening meal in the sixteenth-century House of the Shippers' Guild, where in candlelit surrounding you feel surrounded by the ghosts of convivial merchants seafarers and burgesses who have deliberated there through the centuries. Later, you should continue your conversation in the nearby Schabbelhaus, an elegant reconstruction of a wealthy merchant's home.

Not far from Lübeck is the seaside resort of Travemünde, with a fine beach and a fashionable casino where rich gamblers spend their leisure hours, while a mile away is the Russian Zone with a very different way of life.

Holstein "Switzerland."—About 25 miles north of Lübeck is Holsteinische Schweiz, an undulating countryside of forests and pastureland, with many lakes dotted over the countryside. It is a delightful area for a quiet holiday.

Malente-Gremsmühlen, beside the beautiful Lake Dieksee, is the best centre, and it is well supplied with reasonably-priced hotels—the Kurhaus and the Diekse both face on to the lake and can be recommended. Among the excursions is the "Five Lakes Tour," while I delighted in the idyllic environment of the tiny Ukle See, a real gem.

Schleswig and the island of Sylt are the only other two places in this northern corner of Germany which need be mentioned here. The cathedral at Schleswig contains the Bordesholmer Altar, a late Gothic masterpiece in carved wood by Brüggemann, and in the cloister there are very fine frescoes.

Sylt, linked with the mainland by the seven-mile-long Hindenburg Dam (train only), has superb sands; its chief resort is Westerland, the most popular in Germany and quite gay in the summer.

Berlin.—This amazing city, where history is being made daily, would certainly be my choice if I was forced to limit my German visit to a single place. Since I was last there three years ago, vast new buildings have sprung up in the Western Sector like mushrooms. There is an exciting activity and a range of interests which are most stimulating. The great Dahlem Art Gallery has now regained the many art treasures, formerly in the Emperor Frederick Museum, which were removed to Wiesbaden after the war for safety. The bust portrait of Queen Nefertiti is "home" again. Then, in the Eastern Sector you can see the Pergamon Sculptures, while I was lucky enough to see the Dresden Gallery pictures on special exhibition. They are now, however, going back to Dresden. There is, by the way, no restriction at all on visiting the Eastern Sector, but you are not allowed to buy anything there.

Worth noting are the VIth International Film Festival to be held in Berlin at the end of June, and the Berlin Festival (opera, concerts, plays, etc.) in September. The Berlin Tourist Information Office (Fasanenstr. 7) issues attractive brochures in English.

The German Tourist Information Bureau (6, Vigo Street, London, W.1) can answer queries regarding the places described in this article. Germania Travel Limited (10, Clifford Street, London, W.1) is a recommended Travel Agent specialising in independent travel in North Germany.

STRATFORD

The Season is in Progress at Shakespeare's Birthplace

Photographed by J. ALLAN CASH

As one of the leading tourist centres in Britain, Stratford-on-Avon is naturally well-equipped with all the necessary facilities for visitors. The season is the period from spring to autumn, during which a series of Shakespeare's plays is presented at the Shakespeare Memorial Theatre. Of course, besides the theatre there is the attraction of many historic buildings and places in and around the town, and the countryside is some of the finest in England. The season began nearly three weeks ago and Stratford is already welcoming its visitors for 1956. In the company currently at the theatre there are a number of players not usually associated with Shakespeare. These include Emlyn Williams; Margaret Johnston, the Australian actress who is playing Shakespeare for the first time; Diana Churchill; Jeannette Sterke, who has made a great reputation on television; and Andrew Faulds, well known on radio. With them are others needing no introduction to Stratford, such as Harry Andrews, Anthony Nicholls and George Howe.

The theatre began its programme with *Hamlet*. Alan Badel plays the Prince and Dilys Hamlett acts Ophelia. The play, which has not been seen at Stratford since 1948, is directed by Michael Langham, who has recently been appointed Director of Productions at Stratford, Ontario. *Hamlet* at present alternates with The *Merchant of Venice*, with Emlyn Williams as Shylock, the first time he has played the part. At the end of next month, *Othello*, under the direction of Glen Byam Shaw, is brought into the repertory. Later, two more plays will be added—*Love's Labour's Lost* and *Measure for Measure*.

Anyone planning to go to Stratford should make their arrangements as far ahead as possible. Bookings at the theatre are divided into four periods. Details of when, or whether, seats are available for any performances and all other information about booking, can be obtained from the Box Office, the Shakespeare Memorial Theatre, Stratford-on-Avon, Warwickshire. There is also an Information Office in the town, which supplies information about hotels, accommodation and similar matters

THE SHAKESPEARE MEMORIAL THEATRE, BY THE RIVER AVON: It was opened in Stratford in 1932 to replace the building destroyed by fire six years before. It can seat 1,258 people. This year's season has started with *Hamlet* and *The Merchant of Venice*. Three other plays will come into the programme before the season ends in the autumn.

MAIN THOROUGHFARE IN STRATFORD: Church Street runs in the centre of the town and contains a number of buildings having associations with Shakespeare.

On right—SHAKESPEARE'S BIRTHPLACE: The house in which the poet was born in 1564 is in Henley Street. It became national property over a century ago.

HISTORIC STRATFORD: The museum in a barn is one of the attractions of the house of Shakespeare's mother. *On left*—The Falcon Hotel is a fine half-timbered building.

The World of Books—By VERNON FANE

SIR WINSTON'S FINEST STORY

The Magnificent First Volume of His History of the English-Speaking Peoples; in Burma and the Pacific; a Rich and Varied Collection of Novels

SIR WINSTON CHURCHILL tells us that the first volume of his HISTORY OF THE ENGLISH-SPEAKING PEOPLES (Cassell. 30s.), which appears this week, has been slumbering peacefully since the outbreak of the last war and that "it is only now when things have quietened down" that he presents it to the public.

It is, of course, a magnificent piece of work: scholarly, lucid, imaginative and with that splendour and sweep of language that is one of the marks of the writer's greatness. The scope of the present volume is from 55 B.C., when "Cæsar thought it would be of great advantage to him merely to visit the island," to the death of Richard III on Bosworth Field in 1485, which the succeeding Tudors liked to regard as the end of the Middle Ages. It is history written by a man who in our own times has helped to make history, and, even if it were to be judged on its literary merits alone it would still be an irreplaceable addition to the smallest or the largest library.

OUR SAMOAN ADVENTURE (Weidenfeld and Nicolson. 21s.) is an exciting literary discovery—at least to anyone who has a feeling for the life and the writings of Robert Louis Stevenson. It consists of Fanny Stevenson's diary during her husband's last four years, and some of Stevenson's own letters to such friends as George Meredith. There are also many photographs, some of them of an agreeably informal nature, posed and rather touching groups that belong to the early, pre-candid camera days.

Mr. Maurice Collis in his books about Far Eastern countries has perhaps written with most understanding and appreciation of Burma. In matters that concern this country and its neighbours he uses his very special gifts of observation based on experience and, even rarer, his apprehension of beauty in art or in custom. LAST AND FIRST IN BURMA (Faber. 30s.) is primarily a study of the final years of British rule in that country and the first years of Burmese independence, but, nevertheless, it contrives to be more than a political survey, and sympathy counts for something in this wider view. Mr. Collis writes of the crucial war years, of Sir Reginald Dorman-Smith, who was Governor during five-and-a-half years of the period covered; of Lord Wavell and Lord Alexander; of "Vinegar Joe" Stilwell, the American general whose diary reference to the British might be: "How I hate the Limeys. And what a sucker I am"; of Chiang Kai-Shek, and of Lord Mountbatten. A balanced and highly interesting book, written with fairness and compassion.

One of the reasons for General Stilwell's antagonism to the British is known to have been based in his anti-Colonial sentiments. There is, however, a region known as the Philippine Islands, over which the Stars and Stripes were hoisted in 1898 until it became an independent republic in 1946. Mrs. Agnes Newton Keith has written about her family's experiences there in 1953, when her husband was appointed as a forestry expert by the U.N. Food and Agricultural Organisation, and she has made a lively book of it all. BARE FEET IN THE PALACE (Michael Joseph. 18s.) is illustrated with the author's own drawings, which reflect the candour of her style and her affectionate preoccupation with the problems of families of any colour under the sun.

THE DRUNKEN FOREST (Rupert Hart-Davis. 18s.) is an account, amusing, endearing and probably accurate to the highest technical degree, of an expedition undertaken a year or two ago by Mr. Gerald Durrell in South America, with the object of collecting a number of rare animals for zoos in England. A delightful book has resulted from it all, illustrated by the masterly drawings of Mr. Ralph Thompson, and informed throughout with humour and charm.

The next book is an autobiography, or, rather, a collection of papers and essays with a very personal slant, and they come from the pen of a distinguished American, Mr. Edward Weeks, editor of that enlightened periodical, the *Atlantic Monthly*. THE OPEN HEART (Michael Joseph. 15s.) may not tell us as much about Mr. Weeks himself as we should like to know, but it does give us his opinion on Ireland and on Oxford, his views on the essay as a literary form, or on Texas as a phenomenon, and a number of acute but good-tempered reminiscences.

"GRANDMA" MOSES PICTURES ON SHOW IN LONDON: Mrs. Aldrich (left), the wife of the American Ambassador to Britain, and the Countess of Abingdon examine one of the paintings by the ninety-year-old American artist at the Matthiesen Gallery. Mrs. Aldrich had just opened the exhibition, which is in aid of "Music Therapy for Hospital Patients." Mrs. Anna M. R. Moses, who lives near Albany, New York, did not begin painting seriously until she was seventy-six. This is her first exhibition in London.

The next two books are novels, but with a strongly biographical emphasis. The titles alone are sufficient indication of this. SON OF STALIN (Secker and Warburg. 15s.) is Riccardo Bacchelli's powerful, ironic and brilliant expression of contemporary stresses; the theme being that, of two young Russian officers captured in 1944, one is found to be Captain Jacob Dugashvili, a child of the Russian leader, and the German authorities decide on preferential treatment for him. The end is tragedy but at the same time a kind of triumph, and the whole story is worthy to stand beside its author's epic trilogy, *The Mill on the Po*.

EROICA (Methuen. 15s.) is a biographical novel about—obviously—Beethoven, and it has been translated from the original German of Carl Pidoll by Mr. Anthony Powell. The device that Herr Pidoll has chosen for the relation of a part of the musician's career is not a new one, but it is extremely effective in this instance. He has written the imaginary reminiscences of a close friend of Beethoven's, adding, in his explanatory note, that this man, Zmeskall, was, of all the people who appeared for any length of time in Beethoven's life, quite literally the only one with whom Beethoven never fell out for so much as a single moment. The result is a biography which may owe much to fiction. However, it cannot but help to a closer understanding of the great musician.

The rest of the novels under review this week are such a rich and varied collection that it will be impossible to do them all justice, but I would like to give you at least an impression of them, beginning with Mr. Nevil Shute's new book, BEYOND THE BLACK STUMP (Heinemann. 15s.). It is set partly in the wilds of Western Australia and partly in a highly domesticated community in the north-west of the United States. It is a contrast in ways of living as well as ways of thinking and, with his special genius for story-telling, Mr. Shute has made it a personal conflict between a young Australian woman and the two men who love her. Immensely readable.

Miss Rumer Godden's novel, AN EPISODE OF SPARROWS (Macmillan. 13s. 6d.), is a story of London street children, and it is so well done that the reader is thoroughly engaged before he realises the depths of sentimentality to which the story is leading him.

THE FLIGHT FROM THE ENCHANTER (Chatto and Windus. 15s.) is Miss Iris Murdoch's new novel or novels, for it certainly contains promising material for at least three of them. However, this is a prodigal writer and a very gifted one.

RETREAT TO INNOCENCE (Michael Joseph. 15s.) assures Miss Doris Lessing of a position among the most interesting of young novelists writing in English. Her latest work is an enchanting and sensitive portrait of a young, intelligent and beautiful English girl in the throes of a hot London summer and the first love-affair of her life, with a middle-aged Czech who is a political refugee.

Even more briefly, I must mention Mr. William Sansom's new collection of short stories, A CONTEST OF LADIES (Hogarth Press. 13s. 6d.), which has the advantages of being excessively clever and highly polished, and even, on occasion, funny.

TENDER VICTORY (Collins. 16s.) is the new romance by Miss Taylor Caldwell, whom I see I once referred to as the American Daphne du Maurier. The present book, though, could not have been written I think, either by Miss du Maurier or her wonderfully gifted grandfather. It is about a group of war orphans brought back to America by a young priest who evidently believes in the practical application of the writing on the Statue of Liberty and gets a fairly dusty answer for his pains. But all comes right in the end.

Detective stories this week include three wholehearted recommendations, of which the first two are Simenon's THE JUDGE AND THE HATTER (Hamish Hamilton. 13s. 6d) and the same writer's MAIGRET'S REVOLVER (Hamish Hamilton. 10s. 6d.). The translations have been made by the Baroness Budberg and Mr. Nigel Ryan, and they are worthy of the originals.

INVASION OF PRIVACY (Eyre and Spottiswoode. 10s. 6d.) is by Mr. Harry Kurnitz, which, to any of the film *cognoscenti*, will be enough said; it is set in New York and I 'm not at all sure whether it isn't funnier than ingenious

CAPTIVE PRIVATE

A Remarkable War Book

In the library of prisoner-of-war books, THE LONG ROAD HOME, by Adrian Vincent (Allen and Unwin. 15s.), deserves a special place. The author neither tried to escape nor seemed to have thought of making the attempt. An infantry private, he was taken prisoner at Calais in May 1940 after five days in France. Without any heroics he describes life in a *stalag* and as a member of a working party in the mines of Poland. The main concerns of the prisoners were food and the avoidance of work. Supplies were obtained by barter with the Poles and taken into the camp by corrupting the German guards. Even his affair with a Polish woman is related unromantically. In the last three months of the war he was in a long column of prisoners forced to march, in the bitterest weather, across Czechoslovakia to Bavaria. In this horrifying trek frostbite and starvation took a heavy toll before the prisoners were finally liberated by the Americans. Mr. Vincent tells his story with humour, sympathy and observation. The British, he reminds us, were treated by the Germans with far less brutality than were the Poles and the Russians.

Arthur Koestler was also once a prisoner in a war. During the Spanish Civil War he spent three months under sentence of death as a spy. This incident is the starting-point of his REFLECTIONS ON HANGING (Gollancz. 12s. 6d.). Capital punishment, he writes "is not merely a problem of statistics and expediency, but also of morality and feeling." The history of the death sentence in Britain is examined with much careful reference to Royal and Parliamentary Commissions. Mr. Koestler is an out-and-out abolitionist and his *Reflections* will doubtless be welcomed by all who agree with him. But it is questionable whether he will convince those who would retain the death penalty of the case for abolishing it, especially as from time to time he falls into a curious facetiousness, which is surprising in the author of such a great writing as *Darkness at Noon*. For most people in Britain capital punishment does appear to be an emotional matter. Those who are prepared to consider the subject dispassionately will find the core of the matter contained in an admirable appendix to Mr. Koestler's new book. Here are hard facts, and considered opinions about the effect of abolition from some of the thirty-six countries which have taken this step.

Another who writes with strong and admitted partiality is Peter Evans. LAW AND DISORDER (Secker and Warburg. 18s.) has the sub-title of "Scenes of Life in Kenya." The author is a barrister who lived in Kenya in the late '20's and was revisiting the Colony when the Mau Mau troubles began in 1952. In that and the following year he assisted in the defence of Jomo Kenyatta on charges of directing Mau Mau activities. A large part of the book is concerned with the trial and with the background of events which led up to it. Mr. Evans again pleads the case for the Africans most forcefully and often directs his barbed wit against the more conservative-minded settlers. But he avoids being unfair and gives credit where he considers it due to police and other officials. The closing chapters tell of his fantastic adventures after he was ordered to leave Kenya as a "prohibited immigrant."

As an internationally renowned reporter, William L. Shirer has always based his graphic writing on facts. His latest book, THE CHALLENGE OF SCANDINAVIA (Hale. 21s.), is a splendid example of his methods. Mr. Shirer takes us round Denmark, Norway, Sweden and Finland—those democracies so close to the Soviet Union geographically and so far from it politically and socially. He deals with history, politics, culture, industry, agriculture, and every other facet of the lives of the people. It is all very fascinating, whether one is reading about the Communist trials in Sweden or learning that Norway is the only country to-day where the King was voted on the throne by a secret nation-wide ballot, or that in Denmark most of the land is only a few feet above sea-level.

Now that Britain has announced plans for shooting research rockets a hundred miles into the upper atmosphere during the Geophysical Year, additional point is given to the publication of THE VIKING ROCKET STORY, by Milton W. Rosen (Faber and Faber. 21s.). The Viking rockets were American pioneers in this sphere of activity and the author was in charge of their firing from New Mexico. In a dramatic narrative he relates of the frustrations and failures before Viking No. 10 was launched successfully. Among the photographs are two very remarkable views of the earth taken by a camera in a rocket 158 miles up.

The tops of trees are the limits of H. L. Edlin's range of research. TREES, WOODS AND MAN (Collins. 30s.) is a welcome reminder that we still have much to learn and enjoy about Nature immediately around and above us. Afforestation, the supply of timber, the many varieties of trees to be found in Britain, the history of our woods and forests and their futures are all explained with a combination of charm and expert knowledge. Some of the many excellent photographs are in colour

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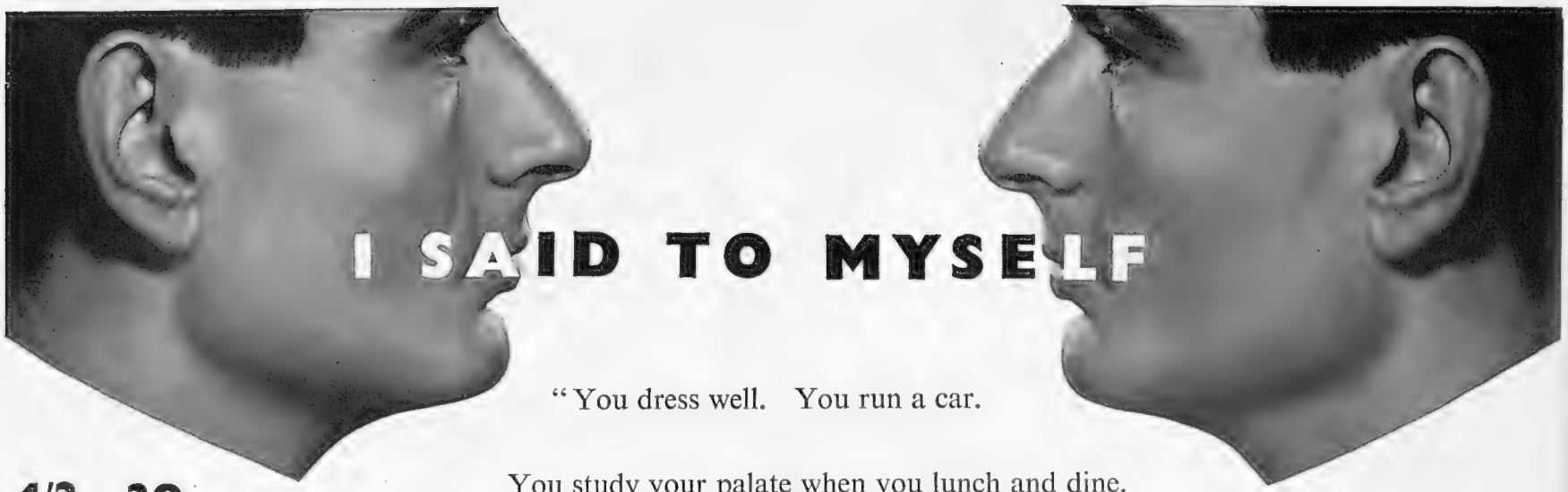

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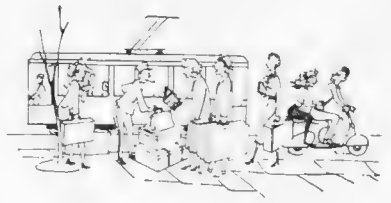

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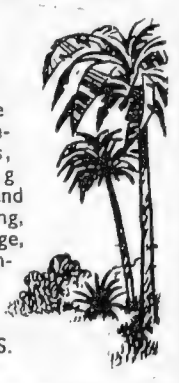

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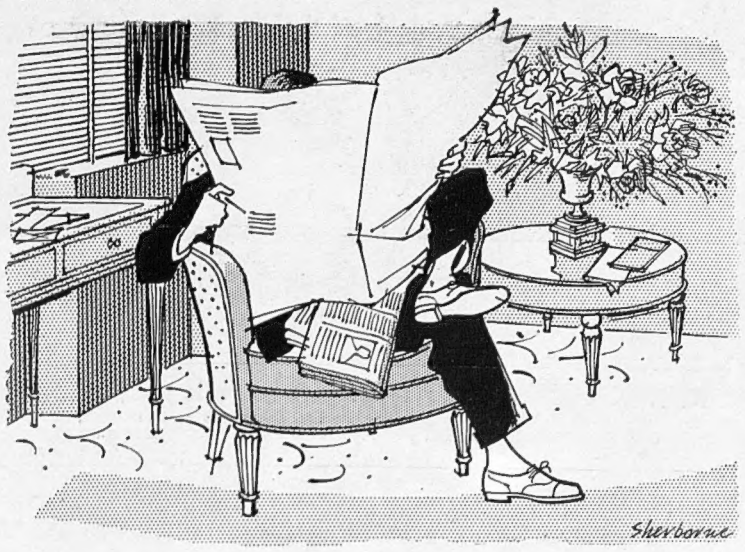

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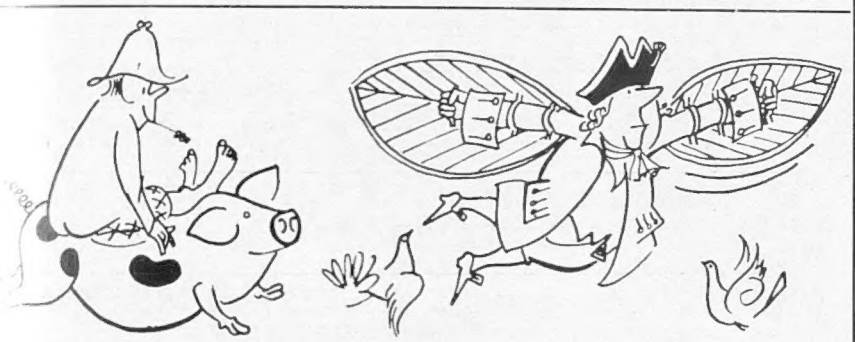

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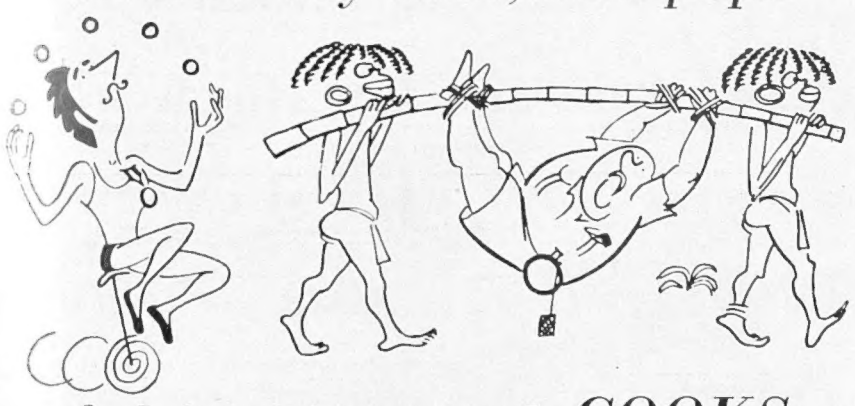

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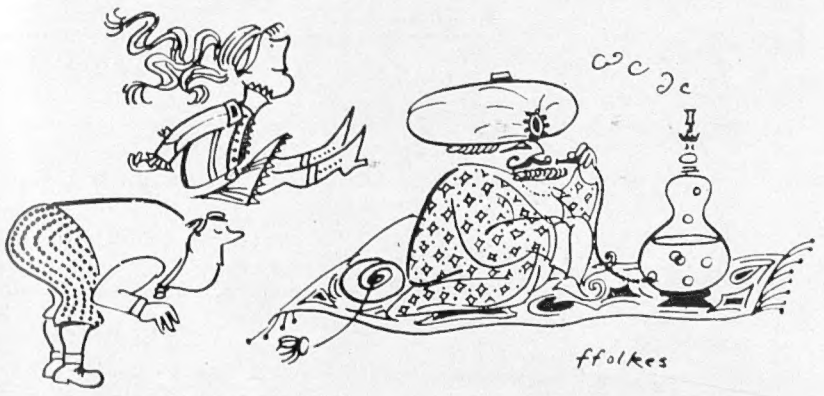

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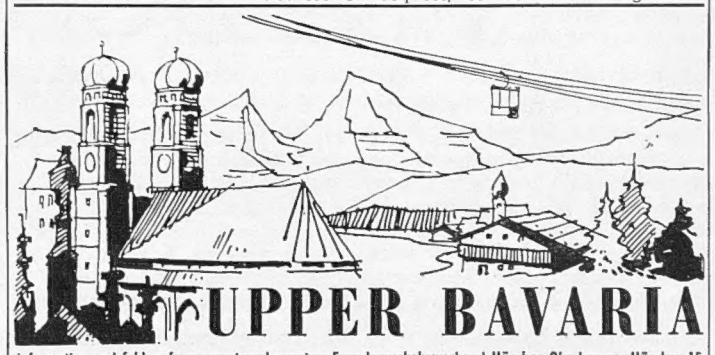

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SINCE outlining a route from the South of England to the Highlands of Scotland, avoiding the A.1, the A.6 and, except for one small section, all industrial areas, I have had several more inquiries from visitors to Britain who would like some alternative route back from Scotland to Southern England. They ask me to include the Lake District, Harrogate and the Yorkshire Moors, a few cathedrals, the Fen country, a peep at the Thames Valley and " that Devil's Punch Bowl we have heard so much talk about."

So here is an itinerary, with personally recommended hotels, which will give any overseas visitors a good cross-section of British scenery.

We ended up at Perth in my last article, having in mind that those who are pressed for time can rail themselves and car by night train from Perth to London. This itinerary allows for almost a further day and a half on Scottish soil, and many have voted it as revealing some of the finest scenery. From Perth, after a night spent in the hospitable Royal George, we head via Crieff, Lochearnhead and Callander for the Trossachs, then to Drymen for lunch at The Buchanan Arms. Make a short diversion at Balloch to have a close-up of Loch Lomond, then make for Glasgow, by-passing its busy streets by taking the Erskine Ferry across the Clyde, and via Clydeside proceed through to Gourock for the night at The Bay Hotel. Mileage ? Approximately 117 miles ; a memorable day if the weather is fine. We 've seen the majesty of the Trossachs, the peaceful beauty of Loch Lomond, the busy Clyde and no industrialism except for a mile or so through Greenock.

The Bay Hotel, Gourock, is close by the water's edge and here, apart from good fare and a room with private bath, it is always interesting to watch the Clyde steamers constantly calling in at Greenock Pierhead. On the second day, the route follows the Clyde coast to Ayr, then cuts across the Galloway Hills to Dumfries, a hundred miles of magnificent scenery for the most part. You would be well advised to ask Miss Cook, who manages The Bay Hotel, for a picnic lunch and to call a halt somewhere between Dalmellington and Carsphairn. Let the scenery be your hors d'œuvre.

Passing through Dumfries, make for Carlisle, bearing right at the entrance to the town as if for Cockermouth, but later diverting to Keswick. Here you can take your choice from The Keswick Hotel, The Derwentwater Hotel at Portinscale, The Lodore Swiss Hotel at Borrowdale, or, for more of a country house type of hotel, Castlerigg Manor, within walking distance of Keswick's shopping centre. Mileage for the day : 165.

Leaving early next morning to allow for diversions and pottering in the Lake District, I have scheduled for 98 miles only. From Keswick go through Grasmere to Bowness-on-Windermere, then on to Kendal and eastwards via Kirkby Lonsdale, Settle, Skipton and on to Harrogate. Maybe you will decide to spend the entire morning around the Lakes, so here are some suggested hotels for lunch : Langdale Chase Hotel, near Bowness, The Old England Hotel, Bowness, both with wonderful views across Lake Windermere, and The Wild Boar Hotel on the road from Bowness to Kendal, one of the most satisfying hotels in all England. Leave yourself time to see something of that floral Spa, Harrogate, where you are scheduled to spend the night. I suggest The Old Swan, The Cairn Hydro or The Russell Hotel.

We now leave beautiful scenery behind for the most part and in its place we turn to beauty in architecture. This day's run (approximately 114 miles) embraces York Minster and Lincoln Cathedral, and you will find Petwood Hall, Woodhall Spa, a peaceful spot in which to spend the night.

From Woodhall Spa I am steering a course which will bring us to Banbury because this is such an excellent centre, and those who have not visited the Cotswold or Shakespeare countries might find it advantageous to make their headquarters for a day or so at Whately Hall Hotel, which can be well recommended under its present ownership. The route from Woodhall Spa lies through Bourne, Market Deeping and Peterborough to Norman Cross, where I suggest The English Garden Hotel for lunch.

Next we cross the Great North Road by proceeding to Oundle, Thrapston, Wellingborough, Northampton and on to Banbury, 121 miles in all.

Those of my readers whose objective is the South Coast, avoiding London, would be well advised to proceed as follows : Banbury, Bicester, Thame (thus omitting Oxford, which should be an objective of its own—I recommend The Randolph, The Eastgate and Linton Lodge), then aim for Aston Rowant, crossing the main Oxford Road by The Lambert Arms and on to Watlington and Henley. Here make for Wargrave, across the Bath Road to Bracknell, Bagshot, Farnborough, Aldershot, Farnham, Hindhead (where " the Devil's Punch Bowl " is), Haslemere, Midhurst to Horsham, 132 miles.

I have taken this Sussex town as our destination because this is where " Mrs. Rector " who inspired me to write these articles lives. I am conscious of the fact that in order to help my Overseas correspondents I have taken her and her husband considerably off course (I feel that there is a Sunday sermon in the offing), so I suggest to those who I directed in previous articles as far as Perth to proceed southwards via Edinburgh (Firth of Forth Ferry) to Lauder, Greenlaw, Coldstream, Wooler, Rothbury, Corbridge, Piercebridge and then, crossing the Great North Road at Darlington, spend a night at The Cleveland Tontine Hotel on the Stockton–Thirsk Road or at The Golden Lion at Thirsk, a Trust House. From there, proceed to York and follow the remainder of my suggested route southward.

I have worked the mileage out roughly and, if my calculations are correct, it would be only 459 miles from Perth–Horsham following this itinerary as against 453 going direct, through London and up the Great North Road. The more detailed route I have sketched out for Overseas visitors comes to some 747 miles and divided up in a way that some may consider too leisurely.

Personally, I do not think so ; one cannot potter around Britain too much.

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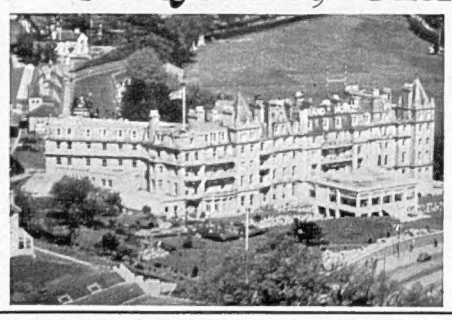

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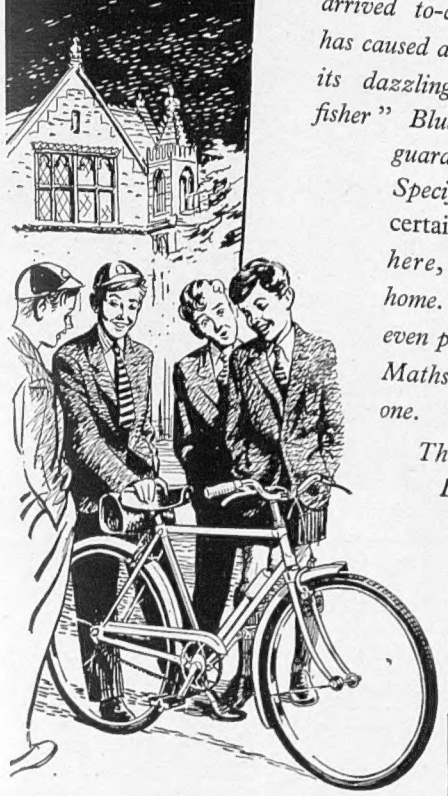

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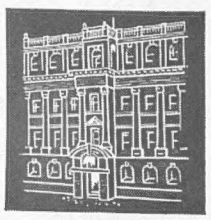

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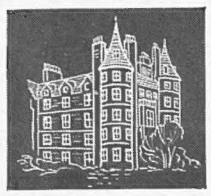

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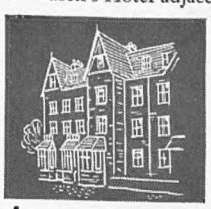

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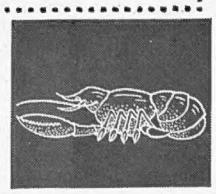

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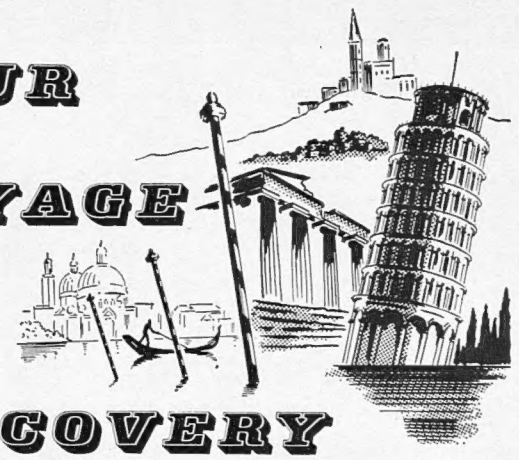

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